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SENATE

{ REPORT
113-300

MOUNTAINS TO SOUND GREENWAY NATIONAL HERITAGE AREA ACT

DECEMBER 10, 2014.—Ordered to be printed

Ms. LANDRIEU, from the Committee on Energy and Natural
Resources, submitted the following

R E P O R T

[To accompany S. 2602]

The Committee on Energy and Natural Resources, to which was referred the bill (S. 2602) to establish the Mountains to Sound Greenway National Heritage Area in the State of Washington, having considered the same, reports favorably thereon with an amendment and recommends that the bill, as amended, do pass.

The amendment is as follows:

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the “National Heritage Area Authorization Act of 2014”.

SEC. 2. DEFINITION OF SECRETARY.

In this Act, the term “Secretary” means the Secretary of the Interior.

SEC. 3. NATIONAL HERITAGE AREA DESIGNATIONS.

The following areas are designated as national heritage areas, to be administered in accordance with this Act:

(1) APPALACHIAN FOREST NATIONAL HERITAGE AREA, WEST VIRGINIA AND MARYLAND.—

(A) IN GENERAL.—There is established the Appalachian Forest National Heritage Area in the States of West Virginia and Maryland, as depicted on the map entitled “Appalachian Forest National Heritage Area”, numbered T07/80,000 and dated October 2007, including—

(i) Barbour, Braxton, Grant, Greenbrier, Hampshire, Hardy, Mineral, Morgan, Nicholas, Pendleton, Pocahontas, Preston, Randolph, Tucker, Upshur, and Webster counties in West Virginia; and

(ii) Allegany and Garrett Counties in Maryland.

(B) LOCAL COORDINATING ENTITY.—The Appalachian Forest Heritage Area, Inc., shall be the local coordinating entity for the national heritage area established under subparagraph (A).

(2) MARITIME WASHINGTON NATIONAL HERITAGE AREA, WASHINGTON.—

(A) IN GENERAL.—There is established the Maritime Washington National Heritage Area in the State of Washington, to include land in Whatcom,

Skagit, Snohomish, San Juan, Island, King, Pierce, Thurston, Mason, Kitsap, Jefferson, Clallam, Grays Harbor counties in the State, as generally depicted on the map entitled “Maritime Washington National Heritage Area Proposed Boundary”, numbered 584/125484 and dated August, 2014.

(B) LOCAL COORDINATING ENTITY.—The Pacific Northwest Maritime Heritage Advisory Council, operating under the Washington Trust for Historic Preservation, shall be the local coordinating entity for the national heritage area established under subparagraph (A).

(3) MOUNTAINS TO SOUND GREENWAY NATIONAL HERITAGE AREA, WASHINGTON.—

(A) IN GENERAL.—There is established the Mountains to Sound Greenway National Heritage Area in the State of Washington, to consist of land in King and Kittitas counties in the State, as generally depicted on the map entitled “Mountains to Sound Greenway National Heritage Area Proposed Boundary”, numbered 584/125,484 and dated January 31, 2011.

(B) LOCAL COORDINATING ENTITY.—The Mountains to Sound Greenway Trust shall be the local coordinating entity for the national heritage area established under subparagraph (A).

(4) SUSQUEHANNA GATEWAY NATIONAL HERITAGE AREA, PENNSYLVANIA.—

(A) IN GENERAL.—There is established the Susquehanna Gateway National Heritage Area in the State of Pennsylvania, to include Lancaster and York counties in the State.

(B) LOCAL COORDINATING ENTITY.—The Susquehanna Heritage Corporation, a nonprofit organization established under the laws of the State, shall be the local coordinating entity for the national heritage area established under subparagraph (A).

(5) SACRAMENTO-SAN JOAQUIN DELTA NATIONAL HERITAGE AREA, CALIFORNIA.—

(A) IN GENERAL.—There is established the Sacramento-San Joaquin Delta National Heritage Area in the State of California, to consist of land in Contra Costa, Sacramento, San Joaquin, Solano, and Yolo counties in the State, as generally depicted on the map entitled “Sacramento-San Joaquin Delta National Heritage Area Proposed Boundary”, numbered T27/105,030 and dated October 2012.

(B) LOCAL COORDINATING ENTITY.—The Delta Protection Commission shall be the local coordinating entity for the national heritage area established under subparagraph (A).

(6) ALABAMA BLACK BELT NATIONAL HERITAGE AREA, ALABAMA.—

(A) IN GENERAL.—There is established the Alabama Black Belt National Heritage Area in the State of Alabama, to include Bibb, Bullock, Butler, Choctaw, Clarke, Conecuh, Dallas, Greene, Hale, Lowndes, Macon, Marengo, Monroe, Montgomery, Perry, Pickens, Sumter, Washington and Wilcox counties in the State.

(B) LOCAL COORDINATING ENTITY.—The Center for the Study of the Black Belt at the University of West Alabama shall be the local coordinating entity for the national heritage area established under subparagraph (A).

SEC. 4. ADMINISTRATION.

(a) AUTHORITIES.—For purposes of carrying out the management plan for each of the national heritage areas designated by section 3, the Secretary, acting through the local coordinating entity, may use amounts made available under section 9—

(1) to make grants to the State or a political subdivision of the State, nonprofit organizations, and other persons;

(2) to enter into cooperative agreements with, or provide technical assistance to, the State or a political subdivision of the State, nonprofit organizations, and other interested parties;

(3) to hire and compensate staff, which shall include individuals with expertise in natural, cultural, and historical resources protection, and heritage programming;

(4) to obtain money or services from any source including any money or services that are provided under any other Federal law or program;

(5) to contract for goods or services; and

(6) to undertake to be a catalyst for any other activity that furthers the national heritage area and is consistent with the approved management plan.

(b) DUTIES.—The local coordinating entity for each of the national heritage areas designated by section 3 shall—

(1) in accordance with section 5, prepare and submit a management plan for the national heritage area to the Secretary;

(2) assist units of local government, regional planning organizations, and nonprofit organizations in carrying out the approved management plan by—

- (A) carrying out programs and projects that recognize, protect, and enhance important resource values in the national heritage area;
- (B) establishing and maintaining interpretive exhibits and programs in the national heritage area;
- (C) developing recreational and educational opportunities in the national heritage area;
- (D) increasing public awareness of, and appreciation for, natural, historical, scenic, and cultural resources of the national heritage area;
- (E) protecting and restoring historic sites and buildings in the national heritage area that are consistent with national heritage area themes;
- (F) ensuring that clear, consistent, and appropriate signs identifying points of public access and sites of interest are posted throughout the national heritage area; and
- (G) promoting a wide range of partnerships among governments, organizations, and individuals to further the national heritage area;
- (3) consider the interests of diverse units of government, businesses, organizations, and individuals in the national heritage area in the preparation and implementation of the management plan;
- (4) conduct meetings open to the public at least semiannually regarding the development and implementation of the management plan;
- (5) for any year that Federal funds have been received under this section—
 - (A) submit to the Secretary an annual report that describes the activities, expenses, and income of the local coordinating entity (including grants to any other entities during the year that the report is made);
 - (B) make available to the Secretary for audit all records relating to the expenditure of the funds and any matching funds; and
 - (C) require, with respect to all agreements authorizing expenditure of Federal funds by other organizations, that the organizations receiving the funds make available to the Secretary for audit all records concerning the expenditure of the funds; and
- (6) encourage by appropriate means economic viability that is consistent with the national heritage area.
- (c) **PROHIBITION ON THE ACQUISITION OF REAL PROPERTY.**—The local coordinating entity shall not use Federal funds made available under section 9 to acquire real property or any interest in real property.

SEC. 5. MANAGEMENT PLAN.

- (a) **IN GENERAL.**—Not later than 3 years after the date of enactment of this Act, the local coordinating entity for each of the national heritage areas designated by section 3 shall submit to the Secretary for approval a proposed management plan for the national heritage area.
- (b) **REQUIREMENTS.**—The management plan shall—
 - (1) incorporate an integrated and cooperative approach for the protection, enhancement, and interpretation of the natural, cultural, historic, scenic, and recreational resources of the national heritage area;
 - (2) take into consideration State and local plans;
 - (3) include—
 - (A) an inventory of—
 - (i) the resources located in the national heritage area; and
 - (ii) any other property in the national heritage area that—
 - (I) is related to the themes of the national heritage area; and
 - (II) should be preserved, restored, managed, or maintained because of the significance of the property;
 - (B) comprehensive policies, strategies and recommendations for conservation, funding, management, and development of the national heritage area;
 - (C) a description of actions that governments, private organizations, and individuals have agreed to take to protect the natural, historical and cultural resources of the national heritage area;
 - (D) a program of implementation for the management plan by the local coordinating entity that includes a description of—
 - (i) actions to facilitate ongoing collaboration among partners to promote plans for resource protection, restoration, and construction; and
 - (ii) specific commitments for implementation that have been made by the local coordinating entity or any government, organization, or individual for the first 5 years of operation;
 - (E) the identification of sources of funding for carrying out the management plan;
 - (F) analysis and recommendations for means by which Federal, State, and local programs, including the role of the National Park Service in the

national heritage area, may best be coordinated to carry out this section; and

(G) an interpretive plan for the national heritage area; and

(4) recommend policies and strategies for resource management that consider and detail the application of appropriate land and water management techniques, including the development of intergovernmental and interagency cooperative agreements to protect the natural, historical, cultural, educational, scenic, and recreational resources of the national heritage area.

(c) **DEADLINE.**—If a proposed management plan is not submitted to the Secretary by the date that is 3 years after the date of enactment of this Act, the local coordinating entity shall be ineligible to receive additional funding under this Act until the date on which the Secretary receives and approves the management plan.

(d) **APPROVAL OR DISAPPROVAL OF MANAGEMENT PLAN.**—

(1) **IN GENERAL.**—Not later than 180 days after the date of receipt of the management plan under subsection (a), the Secretary, in consultation with the State, shall approve or disapprove the management plan.

(2) **CRITERIA FOR APPROVAL.**—In determining whether to approve the management plan, the Secretary shall consider whether—

(A) the local coordinating entity is representative of the diverse interests of the national heritage area, including governments, natural and historic resource protection organizations, educational institutions, businesses, and recreational organizations;

(B) the local coordinating entity has afforded adequate opportunity, including public hearings, for public and governmental involvement in the preparation of the management plan; and

(C) the resource protection and interpretation strategies contained in the management plan, if implemented, would adequately protect the natural, historical, and cultural resources of the national heritage area.

(3) **ACTION FOLLOWING DISAPPROVAL.**—If the Secretary disapproves the management plan under paragraph (1), the Secretary shall—

(A) advise the local coordinating entity in writing of the reasons for the disapproval;

(B) make recommendations for revisions to the management plan; and

(C) not later than 180 days after the receipt of any proposed revision of the management plan from the local coordinating entity, approve or disapprove the proposed revision.

(4) **AMENDMENTS.**—

(A) **IN GENERAL.**—The Secretary shall approve or disapprove each amendment to the management plan that the Secretary determines make a substantial change to the management plan.

(B) **USE OF FUNDS.**—The local coordinating entity shall not use Federal funds authorized by this section to carry out any amendments to the management plan until the Secretary has approved the amendments.

SEC. 6. RELATIONSHIP TO OTHER FEDERAL AGENCIES.

(a) **IN GENERAL.**—Nothing in this Act affects the authority of a Federal agency to provide technical or financial assistance under any other law.

(b) **CONSULTATION AND COORDINATION.**—The head of any Federal agency planning to conduct activities that may have an impact on a national heritage area designated by section 3 is encouraged to consult and coordinate the activities with the Secretary and the local coordinating entity to the maximum extent practicable.

(c) **OTHER FEDERAL AGENCIES.**—Nothing in this Act—

(1) modifies, alters, or amends any law or regulation authorizing a Federal agency to manage Federal land under the jurisdiction of the Federal agency;

(2) limits the discretion of a Federal land manager to implement an approved land use plan within the boundaries of a national heritage area designated by section 3; or

(3) modifies, alters, or amends any authorized use of Federal land under the jurisdiction of a Federal agency.

SEC. 7. PRIVATE PROPERTY AND REGULATORY PROTECTIONS.

Nothing in this Act—

(1) abridges the rights of any property owner (whether public or private), including the right to refrain from participating in any plan, project, program, or activity conducted within a national heritage area designated by section 3;

(2) requires any property owner—

(A) to permit public access (including access by Federal, State, or local agencies) to the property of the property owner; or

(B) to modify public access or use of property of the property owner under any other Federal, State, or local law;

(3) alters any duly adopted land use regulation, approved land use plan, or other regulatory authority of any Federal, State, tribal, or local agency,

(4) conveys any land use or other regulatory authority to the local coordinating entity;

(5) authorizes or implies the reservation or appropriation of water or water rights;

(6) diminishes the authority of the State to manage fish and wildlife, including the regulation of fishing and hunting within a national heritage area designated by section 3; or

(7) creates any liability, or affects any liability under any other law, of any private property owner with respect to any person injured on the private property.

SEC. 8. EVALUATION AND REPORT.

(a) IN GENERAL.—For each of the national heritage areas designated by section 3, not later than 3 years before the date on which authority for Federal funding terminates for each national heritage area, the Secretary shall—

(1) conduct an evaluation of the accomplishments of the national heritage area; and

(2) prepare a report in accordance with subsection (c).

(b) EVALUATION.—An evaluation conducted under subsection (a)(1) shall—

(1) assess the progress of the local management entity with respect to—

(A) accomplishing the purposes of the authorizing legislation for the national heritage area; and

(B) achieving the goals and objectives of the approved management plan for the national heritage area;

(2) analyze the investments of Federal, State, tribal, and local government and private entities in each national heritage area to determine the impact of the investments; and

(3) review the management structure, partnership relationships, and funding of the national heritage area for purposes of identifying the critical components for sustainability of the national heritage area.

(c) REPORT.—Based on the evaluation conducted under subsection (a)(1), the Secretary shall submit to the Committee on Energy and Natural Resources of the Senate and the Committee on Natural Resources of the House of Representatives a report that includes recommendations for the future role of the National Park Service with respect to the national heritage area.

SEC. 9. AUTHORIZATION OF APPROPRIATIONS.

(a) IN GENERAL.—There is authorized to be appropriated for each national heritage area designated by section 3 to carry out the purposes of this Act \$10,000,000, of which not more than \$1,000,000 may be made available in any fiscal year.

(b) AVAILABILITY.—Amounts made available under subsection (a) shall remain available until expended.

(c) COST-SHARING REQUIREMENT.—

(1) IN GENERAL.—The Federal share of the total cost of any activity under this Act shall be not more than 50 percent.

(2) FORM.—The non-Federal contribution of the total cost of any activity under this Act may be in the form of in-kind contributions of goods or services fairly valued.

(d) TERMINATION OF AUTHORITY.—The authority of the Secretary to provide assistance under this Act (other than sections 10 and 11) terminates on the date that is 15 years after the date of enactment of this Act.

SEC. 10. EXTENSION OF NATIONAL HERITAGE AREA AUTHORITIES.

(a) Section 12 of Public Law 100–692 (16 U.S.C. 461 note; 102 Stat. 4558; 112 Stat. 3258; 123 Stat. 1292; 127 Stat. 420; 128 Stat. 314) is amended—

(1) in subsection (c)(1), by striking “2015” and inserting “2030”; and

(2) in subsection (d), by striking “2015” and inserting “2030”.

(b) Division II of Public Law 104–333 (16 U.S.C. 461 note) is amended by striking “2015” each place it appears in the following sections and inserting “2030”:

(1) Section 107 (110 Stat. 4244; 127 Stat. 420; 128 Stat. 314).

(2) Section 408 (110 Stat. 4256; 127 Stat. 420; 128 Stat. 314).

(3) Section 507 (110 Stat. 4260; 127 Stat. 420; 128 Stat. 314).

(4) Section 707 (110 Stat. 4267; 127 Stat. 420; 128 Stat. 314).

(5) Section 809 (110 Stat. 4275; 122 Stat. 826; 127 Stat. 420; 128 Stat. 314).

(6) Section 910 (110 Stat. 4281; 127 Stat. 420; 128 Stat. 314).

(c) Section 109 of Public Law 105–355 (16 U.S.C. 461 note; 112 Stat. 3252) is amended by striking “September 30, 2014” and inserting “September 30, 2030”.

(d) Public Law 106–278 (16 U.S.C. 461 note) is amended—

(1) in section 108 (114 Stat. 818; 127 Stat. 420; 128 Stat. 314), by striking “2015” and inserting “2030”; and

(2) in section 209 (114 Stat. 824), by striking “the date that is 15 years after the date of enactment of this title” and inserting “September 30, 2030”.

(e) Section 157(i) of Public Law 106-291 (16 U.S.C. 461 note; 114 Stat. 967) is amended by striking “2015” and inserting “2030”.

(f) Section 7 of Public Law 106-319 (16 U.S.C. 461 note; 114 Stat. 1284) is amended by striking “2015” and inserting “2030”.

(g) Section 804(j) of title VIII of division B of H.R. 5666 (Appendix D) as enacted into law by section 1(a)(4) of Public Law 106-554 (16 U.S.C. 461 note; 114 Stat. 2763, 2763A-295; 123 Stat. 1294) is amended by striking “the day occurring 15 years after the date of enactment of this title” and inserting “September 30, 2030”.

SEC. 11. JOHN H. CHAFEE BLACKSTONE RIVER VALLEY NATIONAL HERITAGE CORRIDOR AMENDMENTS.

Public Law 99-647 (16 U.S.C. 461 note; 100 Stat. 3625) is amended—

(1) in the first sentence of section 2 (110 Stat. 4202), by striking “the map entitled ‘Blackstone River Valley National Heritage Corridor Boundary Map’, numbered BRV-80-80,011, and dated May 2, 1993” and inserting “the map entitled ‘John H. Chafee Blackstone River Valley National Heritage Corridor—Proposed Boundary’, numbered 022/111530, and dated November 10, 2011”;

(2) in section 7 (120 Stat. 1858, 125 Stat. 155)—

(A) in the section heading, by striking “**TERMINATION OF COMMISSION**” and inserting “**TERMINATION OF COMMISSION; DESIGNATION OF LOCAL COORDINATING ENTITY**”;

(B) by striking “The Commission” and inserting the following:

“(a) **IN GENERAL.**—The Commission”; and

(C) by adding at the end the following:

“(b) **LOCAL COORDINATING ENTITY.**—

“(1) **DESIGNATION.**—The Blackstone River Valley National Heritage Corridor, Inc., shall be the local coordinating entity for the Corridor (referred to in this section as the ‘local coordinating entity’).

“(2) **IMPLEMENTATION OF MANAGEMENT PLAN.**—The local coordinating entity shall assume the duties of the Commission for the implementation of the Cultural Heritage and Land Management Plan developed and approved under section 6.

“(c) **USE OF FUNDS.**—For the purposes of carrying out the management plan, the local coordinating entity may use amounts made available under this Act—

“(1) to make grants to the States of Massachusetts and Rhode Island (referred to in this section as the ‘States’), political subdivisions of the States, nonprofit organizations, and other persons;

“(2) to enter into cooperative agreements with or provide technical assistance to the States, political subdivisions of the States, nonprofit organizations, Federal agencies, and other interested parties;

“(3) to hire and compensate staff, including individuals with expertise in—

“(A) natural, historical, cultural, educational, scenic, and recreational resource conservation;

“(B) economic and community development; or

“(C) heritage planning;

“(4) to obtain funds or services from any source, including funds and services provided under any other Federal law or program;

“(5) to contract for goods or services; and

“(6) to support activities of partners and any other activities that further the purposes of the Corridor and are consistent with the approved management plan.”;

(3) in section 8 (120 Stat. 1858)—

(A) in subsection (b)—

(i) by striking “The Secretary” and inserting the following:

“(1) **IN GENERAL.**—The Secretary”; and

(ii) by adding at the end the following:

“(2) **COOPERATIVE AGREEMENTS.**—Notwithstanding chapter 63 of title 31, United States Code, the Secretary may enter into cooperative agreements with the local coordinating entity designated by paragraph (1) and other public or private entities for the purpose of—

“(A) providing technical assistance; or

“(B) implementing the plan under section 6(c).”; and

(B) by striking subsection (d) and inserting the following:

“(d) **TRANSITION MEMORANDUM OF UNDERSTANDING.**—The Secretary shall enter into a memorandum of understanding with the local coordinating entity to ensure—

- “(1) the appropriate transition of management of the Corridor from the Commission to the local coordinating entity; and
- “(2) coordination regarding the implementation of the Cultural Heritage and Land Management Plan.”;
- (4) in section 10 (104 Stat. 1018, 120 Stat. 1858)—
 - (A) in subsection (a), by striking “in which the Commission is in existence” and inserting “until September 30, 2016”; and
 - (B) by striking subsection (c); and
- (5) by adding at the end the following:

“SEC. 11. REFERENCES TO THE CORRIDOR, INC.

“For purposes of sections 6, 8 (other than section 8(d)(1)), 9, and 10, a reference to the ‘Commission’ shall be considered to be a reference to the local coordinating entity.”.

SEC. 12. REDESIGNATION OF THE LAST GREEN VALLEY NATIONAL HERITAGE CORRIDOR.

(a) IN GENERAL.—The Quinebaug and Shetucket Rivers Valley National Heritage Corridor Act of 1994 (16 U.S.C. 461 note; Public Law 103–449) is amended—

- (1) in section 103—
 - (A) in the heading, by striking “**QUINEBAUG AND SHETUCKET RIVERS VALLEY NATIONAL HERITAGE CORRIDOR**” and inserting “**LAST GREEN VALLEY NATIONAL HERITAGE CORRIDOR**”; and
 - (B) in subsection (a), by striking “the Quinebaug and Shetucket Rivers Valley National Heritage Corridor” and inserting “The Last Green Valley National Heritage Corridor”; and
- (2) in section 108(2), by striking “the Quinebaug and Shetucket Rivers Valley National Heritage Corridor under” and inserting “The Last Green Valley National Heritage Corridor established by”.

(b) REFERENCES.—Any reference in a law, map, regulation, document, paper, or other record of the United States to the Quinebaug and Shetucket Rivers Valley National Heritage Corridor shall be deemed to be a reference to the “The Last Green Valley National Heritage Corridor”.

PURPOSE

The purpose of S. 2602 as introduced is to establish the Mountains to Sound Greenway National Heritage Area in the State of Washington.

The purpose of the bill as ordered reported is to establish six National Heritage Areas, including the Mountain to Sound Greenway National Heritage Area, and to rename or extend 12 existing National Heritage Areas.

BACKGROUND AND NEED

National Heritage Areas are designated by Congress as areas of national significance in order to protect and promote their natural, historic, cultural, and recreational resources. Unlike units of the National Park System, which are owned by the Federal Government and managed by the National Park Service, National Heritage Areas are community-based initiatives to preserve, promote, and interpret an area’s resources. The property within the National Heritage Area is not acquired by the Federal Government, and the resource management plan for the area is developed and implemented by a local coordinating entity. Congress authorizes the National Park Service to provide technical and limited financial assistance to the coordinating entity, but the National Park Service does not manage the Areas itself. National Heritage Areas have been shown to provide economic benefits to the communities and regions they serve.

S. 2602, as ordered reported, designates six new National Heritage Areas.

Appalachian Forest National Heritage Area

The Appalachian Forest Heritage Area encompasses eighteen counties in the highlands of West Virginia and western Maryland. They include Allegany and Garrett counties in Maryland, and Barbour, Braxton, Grant, Greenbrier, Hampshire, Hardy, Mineral, Morgan, Nicholas, Pendleton, Pocahontas, Preston, Randolph, Tucker, Upshur, and Webster counties in West Virginia. These counties collectively represent the significant highlands timber-producing areas of these two states. The forest and industry from the forest have been commanding factors in the region's economy.

A study conducted by West Virginia University's Davis College of Agriculture, Forestry and Consumer Sciences determined the feasibility of establishment of a national heritage area found that the central Appalachian Forest has outstanding natural resources and historical and cultural themes of state and national significance. Timber harvesting in the region helped fuel the industrial revolution. This area is the core of the central hardwood forest that is today the largest of its kind in the world, having regrown from the original cutting aided by forest management and protection of public lands.

Protected and designated natural resources within the Heritage Area include Monongahela National Forest, portions of George Washington National Forest, Canaan Valley National Wildlife Refuge, the nation's first National Recreation Area at Seneca Rocks/Spruce Knob, 14 National Natural Landmarks, 5 wilderness areas, 12 West Virginia State Parks, 5 West Virginia State Forests, 9 Maryland State Parks, and 4 Maryland State Forests, plus a number of natural areas protected by non-profit organizations.

Significant historic and cultural sites and resources within the Heritage Area include five National Historic Landmarks, portions of the C&O Canal National Historical Park, the Historic National Road, Canal Place Heritage Area, four national scenic byways, significant Civilian Conservation Corp (CCC) works at Watoga State Park, state designated byways, and a total of 26 historic districts and 215 individual sites listed on the National Register.

The Forest Heritage story can be expressed in the Heritage Area through a variety of existing resources, such as remnants of old growth forests, protected wilderness areas, historic sites from the logging era including the intact logging company town at Cass Scenic Railroad State Park, national and state forest lands created to foster regrowth of the forest, CCC structures demonstrating conservation efforts, experimental forests demonstrating the evolution of forestry management, managed public and private forests, and a dynamic forest industry with mills and value-added products that demonstrate the ongoing importance of the forest and forest products to this region.

The extensive central hardwood forests and undeveloped rural character of the Appalachian Forest Heritage Area provide natural and recreational resources, scenic vistas, outdoor recreation, and opportunities for nature observation for people throughout the United States to enjoy.

The central Appalachian culture includes folk life, music, dance, crafts, and traditions that are inextricably tied to the forest and reliance upon forest products. The Heritage Area represents a cross section of American history illustrating how people lived in and

interacted with the forested mountains, including Native Americans, frontier settlements, the Civil War First Campaign and formation of a state, blending of cultures from periods of European and African-American immigration, and adaptation to changing economies in contemporary America. The forested landscapes of the present directly link the Forest Heritage of the past to the future, as do the historic valley settlements, farmlands, and industrial landscapes.

Maritime Washington National Heritage Area

The Maritime Washington National Heritage Area covers an area in the counties of Whatcom, Skagit, Snohomish, San Juan, Island, King, Pierce, Thurston, Mason, Kitsap, Jefferson, Clallam, and Grays Harbor in western Washington State. Western Washington State's heritage is defined by its relationship to the waters of Puget Sound, the Straits of Juan de Fuca and the Pacific Ocean. Native communities found a bounty of resources in the waters and shorelines of this area where permanent settlements arose. While salmon and sea life provided an abundance of sustenance, western red cedar provided the material to make these people a maritime culture. Canoe culture allowed an extensive trade and social network throughout the region and was reliant on these open waterways. The very resources that provided for native peoples to have a thriving culture also attracted European and American explorers and settlers.

In 1774, Spanish ships were the first European craft to sail the region's waters. Juan Perez landed men along Washington's coast and the following year Bruno de Heceta established Spanish claims to the region. They soon were followed by other explorers including James Cook (1778), who spotted Cape Flattery at the entrance to the waterway that leads to Puget Sound. It wasn't until 1787 that a non-Native entered these straits when Captain Charles Barkley named it for Juan de Fuca. For the next five years both Spanish and British explorers explored more of the region, including Captain George Vancouver who named the Sound for Peter Puget, one of his sailors. American inroads to the region began in earnest when Captain Robert Gray discovered the Columbia River and also that otter furs obtained from the natives of the Pacific Northwest sold for a handsome profit in China. Trading vessels foreshadowed fur trade forts including the Hudson's Bay Company's Fort Nisqually in 1833. From this establishment's farms came an export trade that tied Puget Sound to Russian Alaska, Mexican California, Hawaii and Great Britain.

Following the settlement of the international boundary between British and American land, American settlements began to gain strength following 1846. The timber industry spurred these settlements and the transformation of the region from a backwater to a center of maritime commerce. Pacific Northwest ships helped supply the Klondike gold rush. Lumber shipped from the region helped rebuild San Francisco after the earthquake of 1906 and was exported throughout the world.

Shipyards followed after exporting of lumber began. In fact, the history of ship building—both civilian and military—highlights a major economic activity of the region today. Naval activity at

Bremerton, Bangor and Everett a vital connection to the region's maritime past.

Today, the region continues to be tied to its saltwater heritage both in commerce and recreation. In 2010, the Washington State Department of Archeology and Historic Preservation undertook a feasibility study of the designation of a national heritage area to preserve and promote this heritage. Designation of a National Heritage Area and a coordinating organization would allow for the significant number of maritime resources (museums and interpretive centers, historic vessels, maritime education centers, lighthouses and locks, waterfronts and public spaces) to actively develop opportunities for visitors.

Mountains to Sound Greenway National Heritage Area

Stretching from the shores of Puget Sound to the heart of Washington State, the Mountains to Sound Greenway is a mosaic of thriving communities, living history, and vast natural lands in King and Kittitas counties, Washington. With 1.5 million acres of rugged mountains, vast forests, high desert, suburban parks and gardens, and metropolitan streets, the Greenway encompasses a shared heritage of historic towns, healthy ecosystems, spectacular alpine wilderness, working farms and forests, and extensive outdoor recreation in a region that includes one of the major metropolitan areas in the United States.

Following an initial surge of logging and mining, local residents began to consider ways of living close to the land without exhausting it. Twenty years ago, a coalition of civic leaders and community activists came together around the need to preserve the Greenway and its natural and historical assets.

During 2009 and 2010, the Mountains to Sound Greenway Trust (Trust) engaged stakeholders in discussions about the Greenway and what opportunities exist for conserving and enhancing a sustainable balance into the future. In March, 2012, the Trust completed a study of the feasibility of establishing the Mountains to Sound Greenway National Heritage Area.

Susquehanna Gateway National Heritage Area

The Susquehanna Gateway National Heritage Area includes the Lower Susquehanna River corridor and all of Lancaster and York Counties in south-central Pennsylvania, along the Susquehanna River. It stretches along the banks of the longest river on the East Coast, the 441-mile long Susquehanna River. The cultural and religious beliefs of this area's European settlers flourished and spread to the outlying East Coast regions during the 17th and 18th centuries.

The area's name is based on its earlier inhabitants, an Iroquoian tribe who called themselves the Conestoga. The Virginia Algonquian name for the Tribe was Susquehannock. Captain John Smith entered a trade alliance with the Tribe when he traveled up the Susquehanna River in the summer of 1608, beginning a tradition of commerce that spanned hundreds of miles and years. The region is recognized as an area of not just commerce, but also invention. Along the banks of the Susquehanna John Elgar constructed the first iron steamboat in America and it was the birthplace of the original inventor of the boats, Robert Fulton. During

the Revolutionary War, the Continental Congress met in Lancaster and York Counties and it was in York where the Articles of Confederation and Perpetual Union were approved.

The area is also known for its natural resources, including remnant old growth forests and migratory bird nesting grounds. Within the area are also two designated National Natural Landmarks, Ferncliff and the Susquehanna Gorge, and two National Recreation Trails, Kelly's Run and Susquehanna River Water trails.

In 2001, the Pennsylvania Department of Conservation and Natural Resources designated the Lancaster-York Heritage Region as a state heritage area, now known as the Susquehanna Gateway Heritage Area. The management entity, formerly known as the Lancaster-York Heritage Region, changed its name to the Susquehanna Heritage Corporation in order to highlight its connection to the Susquehanna River and its focus on, "the cultural and economic value of the river's heritage and outdoor recreation." The Susquehanna Heritage Corporation prepared a feasibility study for the area. After a review of the feasibility study, the National Park Service found the study area to meet the national significance criteria for potential designation as a heritage area.

Sacramento-San Joaquin Delta National Heritage Area

The Sacramento-San Joaquin Delta is formed by the confluence of the Sacramento and San Joaquin Rivers as well as the Mokelumne, Consumnes, and Calaveras Rivers within the five counties of Contra Costa, Sacramento, San Joaquin, Solano, and Yolo. The resulting rare inland Delta is the largest estuary on America's west coast (1,000 square miles). Today, the Delta's diverse habitats support a wide variety of plants and animals including migrating birds and anadromous fish.

Native American groups used the Delta prior to the influx of fur traders in the 18th and 19th centuries. During the mid-1800s Gold Rush, prospectors recognized the agricultural value of the Delta's fertile soils and abundant water. Marshlands were converted into agricultural lands, which are still in production today. The process of reclamation and the ensuing agriculture brought with it a diversity of cultural heritage including Chinese, Japanese, Filipinos, East Indians, Portuguese and Italian immigrants who helped develop the former marsh lands into highly productive agricultural lands. By 1930, the Delta marsh lands had been reclaimed into a network of waterways and islands. Approximately 1,100 square miles of levees are still in use today to support the agricultural industry.

Recreational opportunities within the Delta include boating, wakeboarding, windsurfing, fishing, and bird watching. These opportunities attract visitors and provide outdoor experiences for people living nearby in the large urban centers that surround the area. The Delta area also serves as an important infrastructure corridor between northern and central California for power, gas, water, roads, and shipping canals. The Delta is one of California's largest watersheds, draining approximately 40 percent of California's land. Since the early 1900s, urban sprawl has been identified as a significant threat to the Delta.

In 2009, the California State Legislature charged the Delta Protection Commission to develop a proposal to establish State and

Federal designation of the Delta as a place of special significance, including the ability to apply for designation as a National Heritage Area. As a result, the Delta Protection Commission, along with public and private stakeholders, worked together to develop a draft feasibility study of the Sacramento-San Joaquin Delta National Heritage Area. The draft study is currently under review by the National Park Service and the Delta Protection Commission.

Alabama Black Belt National Heritage Area

The Black Belt region of Alabama (Black Belt) stretches across the lower-central portion of Alabama, from the eastern border of Mississippi to the western border of southern Georgia. The Black Belt is named for the exceptionally fertile black soil in the region.

In the 1820s and 1830s, this soil influenced the construction of a large network of cotton plantations, which in turn made the region one of the wealthiest and most politically powerful in the United States. When the Civil War began in the early 1860s, the city of Montgomery was established as the first capital of the Confederacy. The region is recognized by many as the center of the civil rights movement of the 1950s and 1960s. Several pivotal events in the civil rights movement took place in the region including the Montgomery bus boycott and the march from Selma to Montgomery, which helped lead to the Civil Rights Act of 1964 and the Voting Rights Act of 1965.

The geography of the Black Belt is comprised of prairies, forests, and rivers, and the area contains diverse species of flora and fauna as well as many fossils, including shells and bones of ancient sea life.

The Black Belt contains three units of the National Park System: the Selma to Montgomery National Historic Trail; the Tuskegee Airmen National Historic Site; and the Tuskegee Institute National Historic Site. The region also includes the Talladega National Forest and the Tuskegee National Forest. The Bartram Trail, a National Recreation Trail, runs through the Tuskegee National Forest. Additionally, the region contains two National Wildlife Refuges and two Army Corps of Engineers projects: the Alabama River Lakes and the Black Warrior and Tombigbee Lakes, river basins provide public recreation opportunities and natural resource sites.

The Alabama Black Belt Heritage Area Task Force was formed in 2004 with the purpose of exploring National Heritage Area designation. It completed a feasibility study in February 2009, which concluded that National Heritage Area designation would best promote and preserve the unique historical, cultural, ecological, and geographical assets of the Black Belt, while creating much-needed economic and community development.

Extension and modification of existing National Heritage Areas

Congress has traditionally authorized National Heritage Areas for periods of 15 years. In addition to designating 6 new National Heritage Areas, S. 2602, as ordered reported, extends the authorizations for 13 National Heritage Areas to 2030. The 13 National Heritage Areas are: the Delaware and Lehigh Canal National Heritage Corridor in Pennsylvania; the National Coal Heritage Area in West Virginia; the Rivers of Steel National Heritage Area in southwestern Pennsylvania; the Essex National Heritage Area in Massa-

achusetts; the Silos to Smokestacks National Heritage Area (America's Agricultural Heritage Partnership) in Iowa; the Ohio and Erie Canal National Heritage Corridor in northeast Ohio; the Hudson River Valley National Heritage Area in New York; the Automobile National Heritage Area in southeastern Michigan; the Lackawanna Valley National Heritage Area in Pennsylvania; the Schuylkill River Valley National Heritage Area in Pennsylvania; the Wheeling National Heritage Area in West Virginia; the Yuma Crossing National Heritage Area in Arizona; and the Erie Canalway National Heritage Corridor in New York.

In addition, S. 2602, as ordered reported, designates the Blackstone River Valley National Heritage Corridor, Inc., as the local coordinating entity for the John H. Chafee Blackstone River Valley National Heritage Corridor in Massachusetts and Rhode Island, and redesignates the Quinebaug and Shetucket Rivers Valley National Heritage Corridor in as the Last Green Valley National Heritage Corridor in south-central Massachusetts and eastern Connecticut.

LEGISLATIVE HISTORY

S. 2602 was introduced by Senator Cantwell on July 15, 2014. A similar bill, H.R. 1785 was introduced in the House of Representatives by Representative Reichert on April 26, 2013. The subcommittee on National Parks held a hearing on S. 2602 on July 23, 2014. At its business meeting on November 13, 2014, the Committee on Energy and Natural Resources ordered S. 2602 reported with an amendment in the nature of a substitute.

The amendment incorporates the text of 14 other National Heritage Area bills. They are:

S. 219, the Susquehanna Gateway National Heritage Area Act, which was introduced by Senator Casey on February 4, 2013. The Subcommittee on National Parks held a hearing on S. 219 on April 23, 2013 (S. Hrg. 113–27). During the 112th Congress, Senator Casey introduced identical legislation, S. 1150. The Subcommittee on National Parks held a hearing on S. 219 on March 7, 2013 (S. Hrg. 112–401).

S. 228, the Sacramento-San Joaquin Delta National Heritage Area Establishment Act, which was introduced by Senators Feinstein and Boxer on February 4, 2013. The Subcommittee on National Parks held a hearing on April 23, 2013 (S. Hrg. 113–27). In the 112th Congress similar legislation, S. 29, was introduced by Senator Reid for Senators Feinstein and Boxer on January 25, 2012. The Subcommittee on National Parks held a hearing on S. 29 on March 7, 2012 (S. Hrg. 112–401).

S. 371, the Blackstone River Valley National Historical Park Establishment Act, which was introduced on February 14, 2013, by Senators Reed, Whitehouse, Warren, and Cowan. The Subcommittee on National Parks held a hearing on S. 371 on April 23, 2013 (S. Hrg. 113–27). The amendment adopted only portions of this bill that pertain to the John H. Chafee Blackstone River Valley National Heritage Area. A similar bill, H.R. 706, was introduced was introduced on February 13, 2013, in the House of Representatives by Representative Cicilline. In the 112th Congress similar legislation, S. 1708, was introduced on October 13, 2011. The Sub-

committee on National Parks held a hearing on S. 1708 on March 7, 2012 (S. Hrg. 112–401).

S. 702, a bill to designate the Quinebaug and Shetucket Rivers Valley National Heritage Corridor as “The Last Green Valley National Heritage Corridor,” which was introduced by Senators Blumenthal, Cowan, Murphy, and Warren on April 10, 2013. The Subcommittee on National Parks held a hearing on S. 702 on July 31, 2013 (S. Hrg. 113–93). A similar bill, H.R. 1471, was introduced in the House of Representatives on April 10, 2013, by Representative Courtney.

S. 869, the Alabama Black Belt National Heritage Act, which was introduced by Senators Shelby and Sessions on May 7, 2013. The Subcommittee on National Parks held a hearing on S. 869 on July 31, 2013 (S. Hrg. 113–93). A similar bill, H.R. 2254, was introduced into the House of Representatives on June 4, 2013, by Representative Sewell. In the 111th Congress, a similar bill, S. 2892, was introduced by Senators Shelby and Sessions on December 16, 2009. The Subcommittee on National Parks held a hearing on the bill on March 17, 2010. The Committee ordered S. 2892 favorably reported, as amended, at its business meeting on June 21, 2010. (S. Rept. 111–265.)

S. 1138, a bill to reauthorize the Hudson River Valley National Heritage Area, which was introduced by Senator Gillibrand on July 11, 2013. The Subcommittee on National Parks held a hearing on S. 1138 on July 31, 2013 (S. Hrg. 113–93). A similar bill was introduced in the House of Representatives on June 18, 2013, by Representative Maloney.

S. 1151, America’s Agricultural Heritage Partnership Reauthorization Act, which was introduced by Senator Harkin on June 12, 2013. The Subcommittee on National Parks held a hearing on S. 1151 on July 31, 2013 (S. Hrg. 113–93).

S. 1157, a bill to reauthorize the Rivers of Steel National Heritage Area, the Lackawanna Valley National Heritage Area, the Delaware and Lehigh National Heritage Area, and the Schuylkill River Valley National Heritage Area, which was introduced by Senator Casey on June 13, 2013. The Subcommittee on National Parks held a hearing on S. 1157 on July 31, 2013 (S. Hrg. 113–93). A similar bill, H.R. 2360, was introduced into the House of Representatives on June 13, 2013, by Representative Fitzpatrick.

S. 1186, the Essex National Heritage Area Reauthorization Act, which was introduced by Senators Warren and Cowan on June 19, 2013. The Subcommittee on National Parks held a hearing on S. 1186 on July 31, 2013 (S. Hrg. 113–93). A similar bill was introduced in the House of Representatives on June 27, 2013, by Representative Tierney.

S. 1339, a bill to reauthorize the Ohio & Erie Canal National Heritage Canalway, was introduced by Senator Brown on July 23, 2013. The Subcommittee on National Parks held a hearing on S. 1339 on July 31, 2013 (S. Hrg. 113–93).

S. 2111, the Yuma Crossing National Heritage Area Reauthorization Act, which was introduced by Senator McCain on March 12, 2014. The Subcommittee on National Parks held a hearing on S. 2111 on July 23, 2014. A similar bill was introduced in the House of Representatives on March 12, 2014 by Representative Grijalva.

S. 2221, the MotorCities National Heritage Area Extension Act, which was introduced by Senators Levin and Stabenow on April 8, 2014. The Subcommittee on National Parks held a hearing on S. 2221 on July 23, 2014. A similar bill was introduced in the House of Representatives on April 8, 2014 by Representative Dingell.

S. 2318, a bill to reauthorize the Erie Canalway National Heritage Corridor Act, which was introduced by Senator Gillibrand on May 12, 2014. The Subcommittee on National Parks held a hearing on S. 2318 on July 23, 2014. A similar bill was introduced in the House of Representatives on May 9, 2014, by Representative Higgins.

S. 2576, the Maritime Washington National Heritage Area Act, which was introduced by Senators Cantwell and Murray on July 9, 2014. The Subcommittee on National Park held a hearing on S. 2576. A similar bill was introduced in the House of Representatives on July 8, 2014 by Representative Kilmer.

COMMITTEE RECOMMENDATION

The Senate Committee on Energy and Natural Resources, in open business session on November 13, 2014, by a voice vote of a quorum present, recommends that the Senate pass S. 2602, if amended as described herein.

COMMITTEE AMENDMENT

During its consideration of S. 2602, the Committee adopted an amendment in the nature of a substitute. The amendment incorporated provisions from 14 other National Heritage Area bills into S. 2602, establishing 5 new National Heritage Areas (in addition to the Mountains to the Sound Greenway National Heritage Area), extending the authorization for 13 existing national heritage areas, designating a new management entity for the John H. Chafee Blackstone River Valley National Heritage Corridor, and renaming the Quinebaug and Shetucket Rivers Valley National Heritage Corridor the Last Green Valley National Heritage Corridor. The amendment also amends the short title and consolidates management provisions for the National Heritage Areas designated by the measure.

The Committee Amendment is explained in detail in the section-by-section analysis below.

SECTION-BY-SECTION ANALYSIS

Section 1 provides the short title, “National Heritage Area Authorization Act of 2014.”

Section 2 defines the term “Secretary”.

Section 3 establishes six new national heritage areas including the Appalachian Forest National Heritage Area in the states of West Virginia and Maryland; the Maritime Washington National Heritage Area in the State of Washington; Mountains to Sound Greenway National Heritage Area in the State of Washington; Susquehanna Gateway National Heritage Area in the State of Pennsylvania; Sacramento-San Joaquin Delta National Heritage Area in the State of California; and, Alabama Black Belt National Heritage Area in the State of Alabama. For each of the new national heritage areas, a local coordinating entity is named.

Section 4 details how the new national heritage areas will be administered. Subsection (a) provides the Secretary with the authority to: use funds authorized by section 9; provide grants; enter into cooperative agreements; hire and compensate staff; and obtain money or services.

Subsection (b) details the duties of the local coordinating entities.

Subsection (c) prohibits the local coordinating entity from using Federal funds to acquire real property or any interest in real property.

Section 5 requires that the local coordinating entities submit a proposed management plan within 3 years of enactment.

Section 6 affirms the authority of Federal agencies to provide technical or financial assistance under any other law; encourages agencies to consult and coordinate activities with the Secretary and local coordinating entity; and clarifies that nothing in this Act modifies authorities of Federal agencies to manage Federal land, limits the discretion of a Federal agency to implement an approved land use plan, or modifies or alters any authorized use of Federal land.

Section 7 contains several savings provisions to clarify that the designation of the national heritage area will not affect private property rights, affect governmental land use regulation, reserve or appropriate water rights, diminish the authority of the State to manage fish and wildlife, or create any liability for property owners within the heritage area.

Section 8 requires the Secretary to conduct an evaluation of the National Heritage Areas that assesses the progress of the local coordinating entity with respect to accomplishing the purposes of this Act and whether the local coordinating entity achieved the goals and objectives of the approved management plan. The evaluation is also required to analyze governmental and private investments in the heritage area to their impact.

Section 9 authorizes not more than \$1 million to be appropriated for any fiscal year and a total authorization of \$10 million.

Section 10 extends the following national heritage area authorities: Delaware & Lehigh National Heritage Corridor; Coal National Heritage Area; Steel Industry (Rivers of Steel) National Heritage Area; Essex National Heritage Area; America's Agricultural Heritage Partnership (Silos and Smokestacks) National Heritage Area; Ohio & Erie Canal National Heritage Area; Hudson River Valley National Heritage Area; Automobile (MotorCities) National Heritage Area; Lackawanna Valley National Heritage Area; Schuylkill River National Heritage Area; Wheeling National Heritage Area; Yuma Crossing National Heritage Area; and, Erie Canalway National Heritage Corridor.

Section 11 designates the Blackstone River Valley National Heritage Corridor, Inc. as the local coordinating entity for the John H. Chafee Blackstone River Valley National Heritage Corridor.

Section 12 renames the Quinebaug and Shetucket Rivers Valley National Heritage Corridor as the Last Green Valley National Heritage Corridor.

COST AND BUDGETARY CONSIDERATIONS

The Congressional Budget Office estimate of the costs of this measure has been requested but was not received at the time the

report was filed. When the Congressional Budget Office completes its cost estimate, it will be posted on the Internet at www.cbo.gov.

REGULATORY IMPACT EVALUATION

In compliance with paragraph 11(b) of rule XXVI of the Standing Rules of the Senate, the Committee makes the following evaluation of the regulatory impact which would be incurred in carrying out S. 2602.

The Act is not a regulatory measure in the sense of imposing Government-established standards or significant economic responsibilities on private individuals and businesses.

No personal information would be collected in administering the program. Therefore, there would be no impact on personal privacy.

Little, if any, additional paperwork would result from the enactment of S. 2602, as ordered reported.

CONGRESSIONALLY DIRECTED SPENDING

S. 2602, as reported, does not contain any congressionally directed spending items, limited tax benefits, or limited tariff benefits as defined in rule XLIV of the Standing Rules of the Senate.

EXECUTIVE COMMUNICATIONS

The testimony provided by the National Park Service to the Subcommittee on National Parks hearing on S. 2602, and other National Heritage Area legislation incorporated in the amendment in the nature of a substitute follows:

STATEMENT OF CHRISTINA GOLDFUSS, DEPUTY DIRECTOR,
CONGRESSIONAL AND EXTERNAL RELATIONS, NATIONAL
PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman, thank you for the opportunity to present the Department of the Interior's views on S. 2602, a bill to establish the Mountains to Sound Greenway National Heritage Area in the State of Washington.

The Department supports the objectives of S. 2602. The Mountains to Sound Greenway area has been found to meet the National Park Service's interim criteria for designation as a National Heritage Area. However, the Department recommends that Congress pass program legislation that establishes criteria to evaluate potentially qualified National Heritage Areas and a process for the designation, funding, and administration of these areas before designating any additional new National Heritage Areas. The Department also recommends a technical amendment to provide for an official NPS map to accompany the legislation.

There are currently 49 designated national heritage areas, although there is no authority in law that guides their designation and administration as a national system. National Heritage Area Program legislation would provide a much-needed framework for evaluation of proposed national heritage areas, guiding planning and management,

clarifying roles and responsibilities, and standardizing timeframes and funding for designated areas.

S. 2602 would establish the Mountains to Sound Greenway National Heritage Area to include lands within the Yakima River basin upstream of Manastash Creek and the cities of Ellensburg, Roslyn, Cle Elum, and South Cle Elum in Kittitas County. It would also include all lands in the Snoqualmie River, Cedar River, and Lake Washington watersheds, the Puget Sound near shore watersheds within and including the cities of Seattle and Shoreline, and 22 additional cities in King County.

The proposed local coordinating entity would be the non-profit corporation Mountains to Sound Greenway Trust (Trust).

NPS review of the *Mountains to Sound Greenway National Heritage Area Feasibility Study* completed by the Trust in March 2012, found that the study did not meet the *NPS Interim National Heritage Area Feasibility Study Guidelines*. The NPS requested the Trust provide a revised statement of national importance; themes and a list of associated resources; a summary of traditions, customs, beliefs and folk life; and a boundary justification. The NPS received the Addendum from the Trust on May 27, 2014, which (1) explained that the Mountains to Sound Greenway National Heritage Area is nationally important for its association with the expansion of our national transportation system and the creation of our modern timber industry; (2) identified three themes associated with the region's national importance and their related historic and natural resources; (3) summarized the ongoing traditions, customs, beliefs, and folklife that interprets and celebrates the region's national importance; and (4) justified the proposed boundary in relation to the strategic assemblage of resources and opportunities for conservation, recreation and education, as well as public interest in this national heritage area designation.

The proposed Mountains to Sound Greenway National Heritage Area tells a nationally important story of how the Northern Pacific and Milwaukee railroads, and later the Sunset Highway and Interstate 90, created the final section of an historic transportation corridor that wove the Northwest into the nation's fabric, opened up trade between the United States and Asia, and led to the development of the nation's modern timber industry.

Although the Puget Sound area was part of the United States by 1950, the Cascade Range isolated the region from the rest of the nation, with little access to its abundant natural resources and sheltered deep-water ports. Chartered by President Lincoln in 1864, the Northern Pacific Railroad was constructed along a Native American pathway through the nearly impassible Snoqualmie Pass to reach Seattle 20 years later. The connection of the Eastern seaboard and Great Lakes with the farthest reaches of the continental United States reinforced the newly drawn American-Canadian border. The City of Seattle grew into

a booming hub for shipbuilding and the trade of foreign goods and the region's own wealth of natural resources, opening the country's first trade routes on what we now call the Pacific Rim. Rail towns sprung up along the main lines with mill and coal towns on the spurs, while piers stretched into Puget Sound, attracting immigrant workers whose descendants live in the region today.

The Milwaukee Road crossed the Cascades in the early 1900s using pioneering tunneling and electrification techniques. The high speed electric trains of the Milwaukee Road carried Japanese silk to New York, the nation's most precious rail commodity after gold and silver bullion, but the railroad made its money carrying passengers to ski, hike, and climb at Snoqualmie Pass. The conservation ethic that developed in the region from enjoyment of the region's natural beauty is strongly held today.

Washington's modern economy is descended directly from the Northern Pacific Land Grant that was used to build the railroad. In place of public financing, the railroad received the largest federal land grant in American history. The railroad was granted 40 million acres—every other square mile of land in a checkerboard pattern up to forty miles on either side of the right-of-way. This consolidated ownership, as well as steam technology brought by the railroad, created the booming timber industry that helped rebuild San Francisco after the 1906 earthquake and fueled shipbuilding in World War I. Airplanes being produced for the military on a large scale for the first time were built from the region's prized spruce trees. Demand for this aircraft led William Boeing to found a company in the region in 1916 that supplies the nation's air transportation industry today.

Plantation forestry involving sustained-yield harvest and reforestation was invented in 1937 by William Weyerhaeuser, who had amassed one and a half million acres of Washington timberland. He established the first seedling industry at Snoqualmie Falls and began to manage timber across multiple harvests, a radical idea at the time. This remains the industry standard across much of the country today,

The cultural heritage of the Mountains to Sound Greenway National Heritage Area is alive in the ethnic diversity of the region's population, in the traditions, customs and celebrations, and in museums, festivals, historic sites, and interpretive trails that both residents and visitors enjoy today. Following modern-day political and land-management structures, the proposed heritage area boundaries are pragmatic, thus offering the best formula for long-term success as communities seek to manage, enhance, and interpret resources across this landscape.

Mr. Chairman, this concludes my testimony. I would be happy to answer any questions you or any other members of the subcommittee may have.

STATEMENT OF CHRISTINA GOLDFUSS, DEPUTY DIRECTOR,
CONGRESSIONAL AND EXTERNAL RELATIONS, NATIONAL
PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman, thank you for the opportunity to present the Department of the Interior's views on S. 2576, a bill to establish the Maritime Washington National Heritage Area.

The Department supports the objectives of S. 2576. The Maritime Washington National Heritage Area has been found to meet the National Park Service's interim criteria for designation as a National Heritage Area. However, the Department recommends that Congress pass program legislation that establishes criteria to evaluate potentially qualified National Heritage Areas and a process for the designation, funding, and administration of these areas before designating any additional new National Heritage Areas. The Department also recommends a technical amendment to provide for an official NPS map to accompany the legislation.

There are currently 49 designated national heritage areas, although there is no authority in law that guides their designation and administration as a national system. National heritage area program legislation would provide a much-needed framework for evaluation of proposed national heritage areas, guiding planning and management, clarifying roles and responsibilities, and standardizing timeframes and funding for designated areas.

S. 2576 would establish the Maritime Washington National Heritage Area to include Federal, State, local and tribal lands that allow public access and are at least partly located within one-quarter mile landward of the shoreline from Grays Harbor to the Canadian border and extending through the City of Seattle to include Lake Union. This "Salt Water Coast" covers 3,000 linear miles of coastline.

The proposed local coordinating entity would be the Pacific Northwest Maritime Heritage Advisory Council operating under the Washington Trust for Historic Preservation.

A *Feasibility Study for a Washington State National Maritime Heritage Area* was completed and published by the Washington Department of Archaeology and Historic Preservation in April 2010. The NPS conducted a review of the study for consistency with the interim *National Heritage Area Feasibility Study Guidelines*. The review of this document and a subsequent revised Statement of Importance and boundary justification, submitted March 5, 2012, found that it meets these criteria. The Washington Trust for Historic Preservation was informed of this finding in a letter dated June 5, 2012.

The unique geography of the Puget Sound, northern coast, and Grays Harbor region reflects a maritime history both before and after our nation's borders were set. The steep terrain of glacier-clad mountain ranges juxtaposed to saltwater shoreline with a temperate climate enabled na-

tive people build a complex culture around canoe routes and salmon cycles. By the late 18th century Spanish, English, and Russian explorers were mapping and naming places in the region in the name of science and the interest of colonial empire. After the 49th parallel was established as the nation's northern border in 1846, this new corner of the country entered a dramatic period of social, political and military development. The vast conifer forests were easily accessible for timber production and the coastal geography made possible its transport to the developing American west. The timber trade and the abundant marine resources—especially salmon—of the Strait of San Juan de Fuca, Puget Sound, and the Pacific Ocean, attracted American, European, and Pan-Asian settlers who provided the labor for thriving port economies such as Port Angeles, Port Townsend, and Port Gamble.

The proposed Maritime Washington National Heritage Area stretches from northern points of entry at Bellingham and Blaine south to the protected harbors of Aberdeen and Hoquiam. The focal point of the heritage area is the greater Puget Sound area, a system of interconnected marine waterways, harbors, bays, and inlets along the shores of the San Juan Archipelago and the many waterfront towns, cities, and ports that have grown up here over time. The naval facilities on Puget Sound have built and repaired vessels in their fleet for over a century. Today, the region still relies on these waterways to make up the largest marine highway system—its famous ferries—for day-to-day transportation.

The cultural landscape of the region tells the stories of a rich Native American civilization, development of the farthest territorial corner of the United States, of gold rushers and ship builders, and of a gateway to Alaska, Asia, and the seaports of the world. Traditional Native American sites, lumber towns, logging mills, salmon processing plants, historic ships, lighthouses, museums, and a host of other maritime-related objects, sites, and traditions relate these stories and make up the proposed Maritime Washington National Heritage Area. The designation would strengthen and encourage the partnership of organizations that have for two decades been committed to the recognition, preservation, and continued economic, recreational, and educational use of this landscape and its resources.

Mr. Chairman, this concludes my testimony. I would be happy to answer any questions you or any other members of the subcommittee may have.

STATEMENT OF CHRISTINA GOLDFUSS, DEPUTY DIRECTOR,
CONGRESSIONAL AND EXTERNAL RELATIONS, NATIONAL
PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman, thank you for the opportunity to present the Department of the Interior's views on S. 1641, a bill

to establish the Appalachian Forest National Heritage Area, and for other purposes.

The Department supports the objectives of Title I of S. 1641, which would designate the Appalachian Forest National Heritage Area. This area has been found to meet the National Park Service's interim criteria for designation as a National Heritage Area. However, the Department recommends that Congress pass program legislation that establishes criteria to evaluate potentially qualified National Heritage Areas and a process for the designation, funding, and administration of these areas before designating any additional new National Heritage Areas.

Regarding Title II, which provides for the extension of funding authority for the National Coal Heritage Area and the Wheeling National Heritage Area, the Department recognizes the important work that has been done by the organizations involved with both national heritage areas. However, we recommend that Title II be amended to authorize an extension for both heritage areas' program funding until such time as the National Park Service (NPS) has completed an evaluation and report on the accomplishments of the area and the future role of the NPS; and until national heritage area (NHA) program legislation is enacted that standardizes timeframes and funding for designated national heritage areas.

The NPS is initiating phase-in of a funding formula for NHAs, which is a merit-based system for allocating heritage area funding that considers a variety of factors based upon criteria related to program goals, accountability, and organizational sustainability. When fully implemented, the performance-based funding formula plan will reward NHA entities that bring in additional non-Federal investment and that have developed a sustainability plan. The Department would like to work with Congress to determine the future federal role when national heritage areas reach the end of their authorized eligibility for heritage program funding. We recommend that Congress enact national heritage area program legislation during this Congress.

There are currently 49 designated national heritage areas, yet there is no authority in law that guides their designation and administration as a national system. National heritage area program legislation would provide a much-needed framework for evaluation of proposed national heritage areas, guiding planning and management, clarifying roles and responsibilities, and standardizing timeframes and funding for designated areas.

Title I of S. 1641 would establish the Appalachian Forest National Heritage Area encompassing 16 counties in northeastern West Virginia and two counties in western Maryland, a region that has a rich history of human activity shaped by the geography of the forested central Appalachian Mountains. The proposed local coordinating entity would be the Appalachian Forest Heritage Area, Inc., a non-profit organization that currently coordinates forest-related heritage tourism activities in this region. The pro-

visions in this bill are similar to provisions in most of the other NHA designation bills that have been enacted in recent years, including a total authorization of \$10 million and a sunset date for the authorization of funding 15 years after the date of enactment.

The Appalachian Forest Heritage Area, Inc. prepared a feasibility study for designation of the area as a national heritage area several years ago. The National Park Service reviewed the study and found that it met the NPS interim criteria contained in *National Heritage Area Feasibility Study Guidelines*. The Appalachian Forest Heritage Area, Inc. was informed of this finding in a letter dated August 16, 2007.

The area encompassed by the proposed NHA is a significant part of the central Appalachian highlands that has a long history of timber harvesting, forest management, and the production of forest products. It is an area that provided resources for industrial expansion in the late 19th and early 20th Centuries, but where large portions of the forests have regrown. Areas within the proposed NHA include the Monongahela National Forest, portions of the George Washington National Forest, the Canaan Valley National Wildlife Refuge, and the Seneca Rocks-Spruce Knob National Recreation Area, along with a large number of state forests and parks and areas protected by nonprofit conservation organizations. The extensive hardwood forests and undeveloped rural character of the area provide scenic vistas, opportunities for nature observation, and outdoor recreation opportunities.

There are also numerous historic and cultural sites within the area, such as historic sites from the logging era and Civilian Conservation Corps structures. It is an area well-suited to demonstrate the connection between forest and forest products, and the folklife, music, dance, crafts, and traditions of central Appalachia. Designation as a NHA would help the region realize the full potential of the cultural, natural, historic, and recreational resources of the region.

Title II of S. 1641 would extend the authorization of funding for the National Coal Heritage Area until September 30, 2017. The National Coal Heritage Area was established in 1996 by Public Law 104–333. Its funding authorization, which expired in 2012 under that law, has been extended through appropriations acts through September 30, 2015. In total, the NHA has received approximately \$3.6 million, and every federal dollar has been matched at least once with non-federal funds or in-kind services.

The National Coal Heritage Area spans 13 counties in the Appalachian Mountains of West Virginia and includes significant resources such as coal mines, camps, company stores, train depots, memorials, parks, National Register Districts, and trails. Its mission is to preserve, protect, and interpret historic, cultural, and natural resources associated with West Virginia's coal mining heritage to stimu-

late tourism and economic development, enhancing the quality of life for residents. The NPS is currently concluding an evaluation of this NHA, as required under Public Law 110–229.

Title II would also extend the authorization of funding for the Wheeling National Heritage Area until September 30, 2017. The Wheeling National Heritage Area was established in 2000 by Public Law 106–291. Its funding authorization will expire under that law on September 30, 2015. In total, the NHA has received approximately \$9.7 million of the total \$10 million authorized to be appropriated, and every federal dollar has been matched in accordance with its enabling act.

The Wheeling National Heritage Area encompasses significant historic and cultural resources in and around City of Wheeling, West Virginia, including many that are National Historic Landmarks or listed on the National Register of Historic Places. Wheeling played an important role in the development and establishment of a multitude of industries in the United States that facilitated the Nation's expansion. The NHA helps preserve the city's Victorian architecture, waterfront park, historic city markets, and renovated industrial buildings.

We recommend a technical amendment to the Title II heading and to the section subheadings to make it clear that the bill would extend the authorization for federal funding for the two national heritage areas, instead of re-authorizing the national heritage areas. While both National Coal and Wheeling face sunset dates for their federal funding, their national heritage area designations will not sunset.

Mr. Chairman, this concludes my testimony. I would be happy to answer any questions you or any other members of the subcommittee may have.

STATEMENT OF STEPHANIE TOOTHMAN, ASSOCIATE DIRECTOR, CULTURAL RESOURCES, PARTNERSHIPS, AND SCIENCE, NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman and members of the subcommittee, thank you for the opportunity to appear before you today to present the views of the Department of the Interior on S. 869, a bill to establish the Alabama Black Belt National Heritage Area, and for other purposes.

The Department recommends deferring action on S. 869 until the National Park Service (NPS) completes a final review of the feasibility study for the proposed Alabama Black Belt National Heritage Area. The NPS has reviewed the current feasibility study, submitted by the Center for the Study of the Black Belt at the University of West Alabama, and determined that there are nationally significant resources and stories associated with the Alabama Black Belt. However, the study needs to be revised before the NPS can determine that it meets the interim criteria for

designation as a national heritage area. We recommend that the Center for the Study of the Black Belt continue to work with the NPS National Heritage Area Program to refine the statement of national importance, contributing resources, supporting themes, and boundary for the proposed heritage area, as well as other key sections of the study associated with these assessment topics.

In addition, the Department recommends that Congress enact program legislation that establishes criteria to evaluate potential qualified national heritage areas and a process for the designation, funding, and administration of these areas before designating any additional new national heritage areas.

Geographically, Alabama's Black Belt is part of a larger crescent-shaped area known as the Southern Black Belt, which extends from Virginia to Texas. The term refers to the fertile black soil of the region. This soil drew pioneers to settle the lower-central portion of Alabama in the 1820s and 1830s where they established and operated a network of cotton plantations using the labor of enslaved African Americans. During the Antebellum era, the Alabama Black Belt became one of the wealthiest and most politically powerful regions in the United States.

Throughout the Twentieth Century, this area gained fame as the site where the Tuskegee Airmen trained during World War II, and as a center of the civil rights movement in the 1950s and 1960s. Montgomery County was the site of the 1955–56 bus boycott that challenged segregation of public transportation. Highway 80 in Dallas, Lowndes, and Montgomery counties shaped the route taken by participants of the historic march for equal rights from Selma to Montgomery in 1965. The Lowndes County Freedom Organization, later the Black Panther Party, was an outgrowth of that march.

S. 869 would establish the Alabama Black Belt National Heritage Area within nineteen counties in the State of Alabama. The Center for the Study of Black Belt would be designated as the Heritage Area's local coordinating entity, and the bill defines the duties of the Center for the Study of Black Belt, including the preparation and implementation of a management plan. S. 869 also provides a process for review and approval of the management plan by the Secretary of the Interior.

If the committee decides to move forward with S. 869, we would like to work with the committee to provide the appropriate map reference for the national heritage area and to ensure that the language of the bill is consistent with previously enacted national heritage area designations.

Mr. Chairman, this concludes my prepared remarks. I would be pleased to answer any questions you or any members of the subcommittee may have.

STATEMENT OF PEGGY O'DELL, DEPUTY DIRECTOR FOR OPERATIONS, NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman, thank you for the opportunity to present the Department of the Interior's views on S. 228, a bill to establish the Sacramento-San Joaquin Delta National Heritage Area.

The Department supports the objectives of S. 228. The Sacramento-San Joaquin Delta (Delta) area has been found to meet the National Park Service's interim criteria for designation as a National Heritage Area. However, the Department recommends that Congress pass program legislation that establishes criteria to evaluate potentially qualified National Heritage Areas and a process for the designation, funding, and administration of these areas before designating any additional new National Heritage Areas.

There are currently 49 designated national heritage areas, yet there is no authority in law that guides the designation and administration of these areas. Program legislation would provide a much-needed framework for evaluating proposed national heritage areas, offering guidelines for successful planning and management, clarifying the roles and responsibilities of all parties, and standardizing timeframes and funding for designated areas.

S. 228 would establish the Sacramento-San Joaquin Delta National Heritage Area within the counties of Contra Costa, Sacramento, San Joaquin, Solano, and Yolo, in the State of California, with the Delta Protection Commission designated as the Heritage Area's management entity.

The Sacramento-San Joaquin Delta is a rare inland/inverse delta at the confluence of the Sacramento and San Joaquin Rivers, the largest estuary on the West Coast of the Americas. Its vast size, unique shape, and geographic location in the heart of California have produced a heritage of habitat and community diversity, industry, innovation, and unique infrastructure.

After the last ice age 10,000 years ago, a rapid rise in sea level inundated the alluvial valley of the Sacramento River and formed the Delta, an extensive system of freshwater and brackish marshes, grassland, oak woodland, savannah, chaparral, and riparian habitat rich with wildlife. Native Americans built villages and trading posts, and early fur traders such as Jedediah Smith trekked into the region in search of otter, mink and beaver.

Then, gold seekers on their way from San Francisco to the gold fields in the Sierra Nevada recognized the fertility of the Delta's soils. Beginning in the 1880s, with significant contributions from Chinese, Japanese, Filipino, East Indian, Portuguese and Italian immigrants, and the development of innovative equipment, one of the largest scale reclamation projects in the United States converted the

vast marshes into the landscape that characterizes the Delta today.

The Delta is the lynchpin of a vast watershed, linking waterways originating in the Cascade, Coastal and Sierra Nevada mountain ranges with the San Francisco Bay and the Pacific Ocean. While the Delta today is predominantly agricultural, it also encompasses diverse habitats—intertidal, non-tidal, and seasonal wetlands, rivers, sloughs, riparian woodland, scrub, grasslands, floodplains—that support hundreds of species of flora and fauna. The Delta is a key stopover on the Pacific Flyway and an important anadromous fish corridor.

The Delta's heritage values are inextricably linked to its economic activities. As one of the most productive agricultural regions in the country, the Delta irrigates over seven million acres of the State's farmland, contributes billions of dollars to the California economy, and exports crops throughout the world. The Delta also supplies two-thirds of California's residents with drinking water.

Recreation and tourism are also important economic drivers, and a Delta National Heritage area has the potential to increase access to many resource-based recreational opportunities, such as boating and fishing, both for regional residents and large, nearby, urban populations in the San Francisco Bay area and Great Central Valley. Opportunities to watch wildlife are abundant on the Delta's quiet waterways, and many influential artists reside in the Delta, attracted by the slower pace of life. Planning for the Great Delta Trail is underway, and agritourism projects and programs—local markets, farm stays, and wineries—are springing up to showcase and share the region's agricultural traditions.

A Feasibility Study for a Sacramento-San Joaquin Delta National Heritage Area was completed and published by the Delta Protection Commission in July 2012. The National Park Service conducted a review of the Commission's study for consistency with the interim *National Heritage Area Feasibility Study Guidelines*, found that it meets these criteria, and informed the Delta Protection Commission of this finding in a letter dated July 11, 2012.

The mission for the Delta National Heritage Area would be to recognize, enhance and promote "Delta as Place" to help cultivate and retain appreciation and understanding of the Delta as an ecological, agricultural, recreational, historical and cultural treasure. According to the feasibility study, "The center of the Delta's story is that of a young nation encouraging the reclamation of swampland to create some of the world's most productive farmlands in the center of California, from which spawned innovations, technologies, and infrastructure unique to the development of the State, as well as other parts of the nation and world."

The proposed National Heritage Area would promote a wide range of partnerships among governments, organizations and individuals to educate the public about "Delta as

Place” and build more support for its preservation, protection and enhancement. It would support economic development by drawing visitors to designated partner sites and other recreation and visitor facilities. It would promote heritage tourism, ecotourism, and agri-tourism consistent with existing activities, infrastructure, and land uses in the Delta. As the proposed management entity for a Delta heritage area, the Delta Protection Commission is already working to establish partnerships and to further projects in the region compatible with a national heritage area, such as a historical resources and recreation inventories, development of the Great California Delta Trail, and a Delta narratives project. Through partnerships and community engagement it has the potential to connect and unite citizens in the conservation and increased resilience of the natural, historic, scenic and cultural resources of the Delta, while sustaining the area’s economic vitality.

If the committee decides to act on S. 228, we recommend that the bill be amended to address the following matters: 1) To change the bill’s map reference to a map that is fully consistent with the feasibility study boundary recommendation; 2) to change “management entity” to “local coordinating entity” throughout the bill; and 3) to make the bill language more consistent with other National Heritage Area legislation enacted most recently.

Mr. Chairman, this concludes my testimony. I would be happy to answer any questions you or any other members of the subcommittee may have.

STATEMENT OF PEGGY O’DELL, DEPUTY DIRECTOR FOR OPERATIONS, NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman, thank you for the opportunity to present the Department of the Interior’s views on S. 219, a bill to establish the Susquehanna Gateway National Heritage Area in Pennsylvania.

The Department supports the objectives of S. 219. The Susquehanna Gateway area has been found to meet the National Park Service’s interim criteria for designation as a National Heritage Area. However, the Department recommends that Congress pass program legislation that establishes criteria to evaluate potentially qualified National Heritage Areas and a process for the designation, funding, and administration of these areas before designating any additional new National Heritage Areas.

There are currently 49 designated national heritage areas, yet there is no authority in law that guides the designation and administration of these areas. Program legislation would provide a much-needed framework for evaluating proposed national heritage areas, offering guidelines for successful planning and management, clarifying the roles and responsibilities of all parties, and standardizing timeframes and funding for designated areas.

Flowing for 441 miles, the Susquehanna River is the longest river on the East Coast and the largest contributor of fresh water to the Chesapeake Bay. The portions of the river flowing through Lancaster and York Counties in Pennsylvania exhibit exceptional natural and recreational value and traverse landscapes of historical importance to our nation.

The region of the proposed Susquehanna Gateway National Heritage Area was first inhabited by Native Americans who left evidence of their occupation in a myriad of archeological sites, as well as rock art at several petroglyph sites. When Captain John Smith journeyed up the Susquehanna River in the summer of 1608, he sent emissaries to the Susquehannock town located on the east side of the river near present day Washington Boro in Lancaster County. Tribal leaders there entered a trade alliance, opening to the English a trade network extending hundreds of miles.

In 1668, William Penn set the tone for religious tolerance in Pennsylvania and brought colonists who settled the great fertile valley of the Susquehanna Gateway region, beginning its long history as an abundant agricultural center. Serving as an important transportation corridor, the river provided opportunities for commerce and invention. It was here that John Elgar constructed the first iron steamboat in America. The birthplace of Robert Fulton, the original inventor of steam powered boats, is a National Historic Landmark in Lancaster County. Here, too, Phineas Davis designed and built the first practical coal burning steam locomotive, thereby revolutionizing railroad transportation.

The region is the home ground of the “Plain People”—the Amish and Mennonites. Their religious values, simple way of life, and well-tended farms speak to the deepest feelings that Americans have about ourselves and our national experience.

In this region, visitors also find evidence of our Revolutionary War past. Lancaster and York Counties served as venues for the Continental Congress when it left Philadelphia upon the British occupation of that city. In the courthouse in York, the Congress approved the Articles of Confederation and Perpetual Union, the nation’s “first constitution,” and sent it forth to the states for ratification. In the summer of 1781, Continental Army General James Wood established Camp Security, housing more than a thousand British soldiers from General John Burgoyne’s army, which had surrendered at Saratoga.

The region also has an abundance of natural resources including migratory bird nesting sites, remnants of old growth forests, and areas of both ecological diversity and scenic quality. Ferncliff, known for its wildflowers, and the Susquehanna Gorge are both designated National Natural Landmarks. Recreational resources abound in the region, including the Kelly’s Run and Susquehanna River Water Trails, both National Recreation Trails.

S. 219 designates the Susquehanna Heritage Corporation, a non-profit organization, as the local coordinating entity for the Susquehanna Gateway National Heritage Area. This organization has served as the coordinator for the state heritage area covering this region designated in 2001. The Susquehanna Heritage Corporation has demonstrated success in coordinating diverse partners in Lancaster and York Counties. Over the past nine years, the Corporation has been effective in facilitating preservation, interpretative, and educational projects and in leveraging community participation and funding. The heritage area has strong support from the public and from a myriad of state, local, federal, and non-governmental partners throughout the area. In 2008, the Corporation prepared a national heritage area feasibility study that was reviewed by the National Park Service and found to meet the interim criteria for potential designation found in the *National Heritage Area Feasibility Study Guidelines*.

If the committee decides to act on S. 219, we would like to recommend language to make the bill more consistent with other National Heritage Area legislation enacted most recently and also to simplify the criteria for approval of management plans.

Mr. Chairman, that concludes my testimony. I would be pleased to answer any questions from members of the Committee.

STATEMENT OF PEGGY O'DELL, DEPUTY DEFLECTOR FOR OPERATIONS, NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman and members of the subcommittee, thank you for the opportunity to present the views of the Department of the Interior on S. 371, a bill to establish the Blackstone River Valley National Historical Park, to dedicate the Park to John H. Chafee, and for other purposes.

The Department supports S. 371.

S. 371 would establish a new unit of the National Park System, the Blackstone River Valley National Historical Park (Park) within the existing, bi-state, Blackstone River Valley National Heritage Corridor (Corridor) that extends from Worcester, Massachusetts, to Providence, Rhode Island. The bill directs the Secretary of the Interior (Secretary) to establish a park boundary after acquiring a sufficient amount of land or interests in land containing the historic resources to constitute a manageable park unit. The bill allows the Secretary to include in the boundary resources that are subject to a cooperative agreement with either of the two states or their political subdivisions. It authorizes the Secretary to enter into cooperative agreements with nonprofit organizations, including the coordinating entity for the Corridor, as well as state and local governments, for the purpose of collaborating on programs, projects, and activities that further the purposes of the Park. It also permits the acquisition of up to 10 acres in

Woonsocket, Rhode Island for the development of facilities for the Park.

The bill directs the Secretary to complete a General Management Plan for the Park within three years after funds are made available. Among other things, the plan must seek to make maximum practicable use of certain named visitor facilities in the Corridor that are operated by Corridor partners, many of which were developed with significant investment of federal funds. The bill also allows the Secretary to provide technical assistance, visitor services, interpretive tours and educational programs to sites outside the boundary of the Park that are within the Corridor. And, the bill dedicates the Park to former Senator John H. Chafee and requires the Secretary to display an appropriate memorial to him.

Finally, the bill amends the authorization for the John H. Chafee Blackstone River Valley National Heritage Corridor to provide for a non-profit organization, the Blackstone River Valley National Heritage Corridor, Inc., to be the local coordinating entity for the Corridor. This entity would assume the responsibility for coordinating activities for the Corridor that have rested with the Blackstone River Valley Heritage Corridor Commission since the National Heritage Area was first established. The new coordinating entity would be eligible to receive National Heritage Area funding for through the end of fiscal 2016.

S. 371 reflects the findings of the special resource study that the National Park Service (NPS) completed in accordance with Public Law 109–338, which directed the NPS to conduct the study to “evaluate the possibility of (A) designating one or more sites or landscape features as a unit of the National Park System; and (B) coordinating and complementing actions by the [Corridor] Commission, local governments, and State and Federal agencies, in the preservation and interpretation of significant resources within the Corridor.” The NPS consulted with Native American tribes associated with the Blackstone River Valley in the preparation of the study.

The study evaluated a broad range of sites, features and resources throughout the Blackstone River Valley and concluded that the following meet the criteria for designation as a unit of the National Park System: Old Slater Mill National Historic Landmark district in Pawtucket, Rhode Island, the historic mill villages of Ashton and Slatersville in Rhode Island, and Hopedale and Whitinsville in Massachusetts; the Blackstone River and its tributaries; and the Blackstone Canal. The study also evaluated various management alternatives with different scopes and levels of NPS involvement. The preferred alternative was a new unit of the National Park System that consists of these sites and features, and that would partner with the coordinating entity for the Corridor and others to undertake the protection and interpretation of these resources.

If established based upon the management alternative recommended in the study, we estimate that the cost to

create the Park would be \$6.1 million in one-time expenditures on research, planning, construction and/or rehabilitation, and exhibits. When the Park is fully established, operational costs are estimated to be \$3.5 million annually for salaries, supplies and equipment. All funds would be subject to NPS priorities and the availability of appropriations.

We would like to thank the sponsor, Senator Reed, and the committee for working with us in making changes to last Congress' version of this legislation. We appreciate that this legislation now includes a matching requirement for the expenditure of Federal funds under cooperative agreements, authority to acquire land for administrative purposes in Woonsocket, where the NPS currently has office space, and an appropriate recognition for Senator John H. Chafee's role in preserving the resources of the Blackstone River Valley that does not set a precedent in naming the park for a congressional sponsor, as the previous version would have done.

Mr. Chairman, that concludes my statement. I would be happy to answer any questions that you or other members of the Subcommittee may have.

STATEMENT OF STEPHANIE TOOTHMAN, ASSOCIATE DIRECTOR, CULTURAL RESOURCES, PARTNERSHIPS, AND SCIENCE, NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman and members of the subcommittee, thank you for the opportunity to present the views of the Department of the Interior on S. 1138, a bill to reauthorize the Hudson River Valley National Heritage Area.

The Department recognizes the important work of the Hudson River Valley National Heritage Area to preserve heritage resources in the Hudson River Valley between Yonkers and Troy, New York. We recommend that S. 1138 be amended to authorize an extension for heritage area program funding until we have completed an evaluation and report on the accomplishments of the area and the future role of the National Park Service; and until national heritage area program legislation is enacted that standardizes timeframes and funding for designated national heritage areas Consistent with congressional directives in the FY 2009 and FY 2010 Interior Appropriations Acts, the Administration proposed, in the FY 2014 budget, focusing most national heritage area grants on recently authorized areas. The Department would like to work with Congress to determine the future federal role when national heritage areas reach the end of their authorized eligibility for heritage program funding. We recommend that Congress enact national heritage legislation during this Congress.

There are currently 49 designated national heritage areas, yet there is no authority in law that guides the designation and administration of these areas. Program legislation would provide a much-needed framework for evalu-

ating proposed national heritage areas, offering guidelines for successful planning and management, clarifying the roles and responsibilities of all parties, and standardizing timeframes and funding for designated areas.

S. 1138, as introduced, would extend the authorization of federal funding for the Hudson River Valley National Heritage Area for an additional 9 years. The Hudson River Valley National Heritage Area was established in 1996 by Public Law 104-333. The national heritage area includes 250 communities in ten counties bordering the Hudson River for 154 miles of tidal estuary along with three million acres of the Hudson Highlands, the Catskill Mountains, rolling farmland and compact villages, as well as small cities and hamlets. The region extends from the confluence of the Mohawk and Hudson Rivers, south to the northern border of New York City.

The mission of this national heritage area is to recognize, preserve, and promote the natural and cultural resources of the Hudson River Valley. This is accomplished through a voluntary partnership with communities and citizens, and local, state, and federal agencies emphasizing public access, economic development, regional planning, and interpretive programs.

Public Law 104-333 designated the Hudson River Valley Greenway Communities Council and the Greenway Heritage Conservancy, Inc., as the local coordinating entities for the national heritage area. The heritage area local coordinating entities facilitate public private partnerships for the preservation of heritage resources and work closely with National Park Service staff at Roosevelt-Vanderbilt National Historic Sites. The national heritage area's work focuses on regional initiatives for heritage programming, interpretation, and education, preservation and resource stewardship, heritage development and infrastructure, and planning and design.

During its 16 years of existence, the Hudson River Valley National Heritage Area has a significant record of achievement and, with government funding assistance since its establishment, has shown significant success in working with partners and the federal government to preserve, interpret, and promote the significant resources in their local areas. Every federal dollar has been matched with non-federal funds. In total, Hudson River Valley National Heritage Area has received nearly \$9 million in federal funding, and every federal dollar has been matched at least once with non-federal funds.

The Hudson River Valley National Heritage Area has taken the lead on numerous initiatives to engage the public. One such initiative, *Heritage Weekend*, gives visitors the opportunity to discover—or rediscover—many historic, architectural, and natural treasures in the state. The national heritage area staff also works tirelessly to connect sites and schools to create unique place-based curriculum; this curriculum can be replicated and used by others through a website that provides academic resources re-

garding the heritage and culture of the Hudson River Valley. Moreover, the staff facilitates the creation of region-wide “shows” focusing on nature and culture sub-themes. On a more fundamental level, the staff prints map and guides, and advances a graphic identity at partner sites. The staff also continues to help communities and trail groups establish a system of trails that link cultural and historic sites, parks, open spaces, and community centers. This trail system provides public access to the Hudson River as well.

We recommend a technical amendment to the long title of the bill to make it clear that the bill would extend the authorization for federal funding for the national heritage area instead of reauthorizing the national heritage area. While the Hudson River Valley National Heritage Area faces a sunset for its Federal funding, its national heritage area designation will not sunset.

Mr. Chairman, this concludes my testimony. I would be pleased to answer any questions you or other members of the committee may have.

STATEMENT OF STEPHANIE TOOTHMAN, ASSOCIATE DIRECTOR, CULTURAL RESOURCES, PARTNERSHIPS, AND SCIENCE, NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman and members of the subcommittee, thank you for the opportunity to present the views of the Department of the Interior on S. 1151, a bill to reauthorize the America’s Agricultural Heritage Partnership in the State of Iowa.

The Department recognizes the important work of the America’s Agricultural Heritage Partnership, better known as the Silos and Smokestacks National Heritage Area, in northeast Iowa. We recommend that S. 1151 be amended to authorize an extension for heritage area program funding until Congress has had time to consider the recently completed evaluation and report on the accomplishments of the heritage area and the future role of the National Park Service that was recently transmitted to Congress this past month; and until heritage area program legislation is enacted that standardizes timeframes and funding for designated national heritage areas. Consistent with congressional directives in the 2009 and 2010 Interior Appropriations Acts, the Administration proposed, in the FY 2014 budget, focusing most national heritage area grants on recently authorized areas. The Department would like to work with Congress to determine the future federal role when heritage areas reach the end of their authorized eligibility for heritage program funding. We recommend that Congress enact national heritage area legislation during this Congress.

There are currently 49 designated national heritage areas, yet there is no authority in law that guides the designation and administration of these areas. Program legis-

lation would provide a much-needed framework for evaluating proposed national heritage areas, offering guidelines for successful planning and management, clarifying the roles and responsibilities of all parties, and standardizing timeframes and funding for designated areas.

The Silos and Smokestacks National Heritage Area was established in 1996 by Public Law 103-333 to interpret farm life, agribusiness and rural communities, past and present. It preserves and tells the story of American agriculture and its global significance through partnerships and activities that celebrate the land, people, and communities of the area. The heart of America's agricultural revolution still exists in the region, and the national heritage area is telling the breadth and scope of this story in a compelling, meaningful way.

The heritage of American agriculture and its influence on the global agricultural revolution was considered to be nationally distinctive and met the criteria for national heritage area designation. American agriculture is one of the primary sources of this country's wealth and world leadership and should be preserved and interpreted. The Silos and Smokestacks National Heritage Area preserves and interprets a rich cultural landscape that includes family farms, historic industrial architecture, and rural communities across a 37-county region in northeast Iowa covering over 20,000 square miles. This broad agrarian landscape is rare in today's pattern of urban and suburban expanding into rural areas.

The national heritage area is managed by the America's Agricultural Heritage Partnership (Partnership), this local coordinating entity facilitates public private partnerships for the preservation and interpretation of heritage resources. The Partnership's work focuses on regional initiatives for heritage programming, interpretation and education, preservation and resource stewardship, heritage development and infrastructure, and planning and design.

During its 16 years of existence, the Silos and Smokestacks National Heritage Area has a significant record of achievement. It has worked closely with the regional business community, county and state governments, and multiple nongovernmental organizations to build a network of partner sites dedicated to preserving and interpreting the past, present, and future of America's agricultural story. Working together, the network has developed a successful public information and way-finding program for promoting tourism that welcomes visitors along the major highway corridors surrounding the region and identifies the more than 100 partner sites in the heritage area. The new signs serve as a connecting thread for this network of sites, while letting visitors know they can discover a piece of America's agricultural story being preserved at the site. This way-finding program has not only helped visitors find tourism destinations within the Silos and Smokestacks National Heritage Area, but has also helped the heritage area develop a regional identity.

The bedrock of the National Heritage Area concept has always been building partnerships for achieving goals. The Silos and Smokestacks National Heritage Area, with minimal government funding assistance since its establishment, has shown significant success in working with partners and the federal government to preserve, interpret, and promote the significant resources of northeast Iowa. Since its establishment, the Silos and Smokestacks National Heritage Area has received almost \$9.5 million in federal funding, and every federal dollar has been matched at least once with non-federal funds.

S. 1151, as is written now, would extend the authorization for federal funding for the Silos and Smokestacks National Heritage Area for an additional 10 years. The Silos and Smokestacks National Heritage Area is one of the nine heritage areas evaluated by the National Park Service pursuant to Public Law 110-229. The completed evaluation for the Silos and Smokestacks National Heritage Area was recently transmitted to Congress this past month, and included recommendations on the future role of the National Park Service in the area.

We recommend a technical amendment to the long title of the bill to make it clear that the bill would extend the authorization for federal funding for the heritage area instead of reauthorizing the heritage area. While the Silos and Smokestacks National Heritage Area faces a sunset for its federal funding, its national heritage area designation will not sunset.

Mr. Chairman, this concludes my testimony. I would be pleased to answer any questions you or other members of the committee may have.

STATEMENT OF STEPHANIE TOOTHMAN, ASSOCIATE DIRECTOR, CULTURAL RESOURCES, PARTNERSHIPS, AND SCIENCE, NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman and members of the subcommittee, thank you for the opportunity to present the views of the Department of the Interior on S. 1157, a bill to reauthorize the Rivers of Steel National Heritage Area, the Lackawanna Valley National Heritage Area, the Delaware and Lehigh National Heritage Corridor, and the Schuylkill River Valley National Heritage Area.

The Department recognizes the important work of the four national heritage areas to preserve historic, cultural, natural, and recreational resources in Pennsylvania. We recommend that S. 1157 be amended to authorize an extension for heritage area program funding until we have completed an evaluation and report on the accomplishments of the national heritage areas and the future role of the National Park Service; and until program legislation is enacted that standardizes timeframes and funding for designated national heritage areas. Consistent with congressional directives in the 2009 and 2010 Interior Appropria-

tions Acts, the Administration proposed, in the FY 2014 budget, focusing most national heritage area grants on recently authorized areas. The Department would like to work with Congress to determine the future federal role when national heritage areas reach the end of their authorized eligibility for national heritage program funding. We recommend that Congress enact national heritage area legislation during this Congress.

There are currently 49 designated national heritage areas, yet there is no authority in law that guides the designation and administration of these areas. Program legislation would provide a much-needed framework for evaluating proposed national heritage areas, offering guidelines for successful planning and management, clarifying the roles and responsibilities of all parties, and standardizing timeframes and funding for designated areas.

All four areas have lengthy records of leadership and accomplishment. All four are recognized for their important histories and rich and distinctive historic and natural resources. At each, numerous partner organizations and local, state, and federal agencies work together through the singular opportunity for collaboration that the national heritage area model provides. Each area developed a thoughtful plan with the community and has made enormous strides in saving historic resources, developing trails, preserving open space, building community pride, enhancing education, and promoting economic development that responds to these essential elements of their quality of life.

Created by Public Law 104-333 in 1996, the Rivers of Steel National Heritage Area (Rivers of Steel) is made up of eight counties in southwestern Pennsylvania known for their significant contributions to the steel industry in America. The mission of Rivers of Steel is to preserve and interpret the history of the region and share the dynamic story of the evolution of southwestern Pennsylvania from a small colonial settlement to the flourishing of the steel industry in the area.

The Lackawanna Valley National Heritage Area (Lackawanna) was established by Public Law 106-278 in 2000. The Lackawanna includes four counties in northeastern Pennsylvania with historical ties to the anthracite coal industry. These counties preserve nationally distinctive resources related to Pennsylvania and America's industrial history, including the history of major labor unions and the struggle to improve working conditions of mine workers. The architecture, ethnic traditions, and infrastructure of the anthracite region tell the story of the Lackawanna Valley and its role in the industrial development of the United States. The mission of the Lackawanna is to conserve, interpret, and develop the historical, cultural, natural, recreational, and economic development resources associated with the area's significant history.

The Delaware and Lehigh National Heritage Corridor (Delaware and Lehigh) was established by Public Law 100-692 in 1988, the third National Heritage Area created

by Congress. The 150-mile spine of the Delaware and Lehigh is the historic Delaware Canal and Lehigh Navigation Canal through five counties in eastern Pennsylvania. The Delaware and Lehigh commemorates the historic routes of rivers, canals, and railroads—and the people and communities involved—that brought anthracite coal from the mines to market in the early nineteenth century, fostering the development of vibrant towns and culture. The purpose of the Delaware and Lehigh is to provide an integrated management structure that facilitates preservation, recreation, education, and economic development.

The Schuylkill River Valley National Heritage Area (Schuylkill River Valley) was established by Public Law 106-278 in 2000. The Schuylkill River Valley conserves, interprets, and develops the historical, cultural, natural, recreational, and economic resources related to the heritage of the area, encompassing five counties in southeastern Pennsylvania, including Philadelphia. The area is rich in Revolutionary War history, and the anthracite, charcoal, iron, and textile industries of the region grew here.

The bedrock of the national heritage area concept has always been building partnerships for achieving goals. All four of these non-profit national heritage areas, with government funding assistance since their establishment, have shown significant success in working with partners and the federal government to preserve, interpret, and promote the significant resources in their local areas. In total, Lackawanna has received approximately \$6.7 million in Federal funding, Rivers of Steel has received about \$13.4 million in Federal funding, Delaware and Lehigh has received almost \$12.7 million, and Schuylkill River Valley has received nearly \$5.9 million in Federal funding, and every federal dollar has been matched at least once with non-federal funds.

S. 1157, as drafted, would extend the authorization for federal funding for these four heritage areas for an additional ten years. Currently, the Evaluation and Report required by Public Law 110-229 is being completed for Rivers of Steel and we anticipate the evaluation will be transmitted to Congress this year. The NPS and the Delaware and Lehigh completed an evaluation for the Delaware and Lehigh; however, this evaluation did not include recommendations on what the future role of the National Park Service should be in the area. The National Park Service will take another look at the evaluation and include recommendations on the future role of the National Park Service prior to transmitting it to Congress in order to be consistent with the other reports.

We recommend a technical amendment to the long title of the bill to make it clear that the bill would extend the authorization for federal funding for the four heritage areas instead of reauthorizing the heritage areas. While the four heritage areas face a sunset date for their federal

funding, their national heritage area designation will not sunset.

Mr. Chairman, this concludes my testimony. I would be pleased to answer any questions you or other members of the committee may have.

STATEMENT OF STEPHANIE TOOTHMAN, ASSOCIATE DIRECTOR, CULTURAL RESOURCES, PARTNERSHIPS, AND SCIENCE, NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman and members of the subcommittee, thank you for the opportunity to present the views of the Department of the Interior on S. 1186, a bill to reauthorize the Essex National Heritage Area.

The Department recognizes the important work of the Essex National Heritage Area to preserve heritage resources in Essex County, Massachusetts. We recommend that S. 1186 be amended to authorize an extension for heritage area program funding until Congress has had time to consider the completed evaluation and report on the accomplishments of the area and the future role of the National Park Service that was recently transmitted to Congress during this past month; and until heritage area program legislation is enacted that standardizes timeframes and funding for designated national heritage areas. Consistent with congressional directives in the 2009 and 2010 Interior Appropriations Acts, the Administration proposed, in the FY 2014 budget, focusing most national heritage area grants on recently authorized areas. The Department would like to work with Congress to determine the future federal role when heritage areas reach the end of their authorized eligibility for heritage program funding. We recommend that Congress enact national heritage legislation during this Congress.

There are currently 49 designated national heritage areas, yet there is no authority in law that guides the designation and administration of these areas. Program legislation would provide a much-needed framework for evaluating proposed national heritage areas, offering guidelines for successful planning and management, clarifying the roles and responsibilities of all parties, and standardizing timeframes and funding for designated areas.

Essex National Heritage Area was established in 1996 by Public Law 103-333. This national heritage area was established to recognize, preserve, promote, and interpret the historic, cultural, and natural resources of the North Shore and lower Merrimack River valley in Essex County, Massachusetts. The early settlement history, maritime history, and the imprint of the early industrial era on the landscape, in particular, were considered to be nationally distinctive and met the criteria for national heritage area designation. Essex National Heritage Area preserves and interprets a rich cultural landscape that includes historic homes, small family farms, and historic industrial archi-

texture. Additionally, it contains an array of scenic and natural resources such as rocky coasts and harbors, marshlands, and rivers. Essex National Heritage Area spans 500 square miles in northeastern Massachusetts, and includes 34 cities and towns.

The Essex National Heritage Area is managed by the Essex National Heritage Commission (Commission), which facilitates public private partnerships for the preservation of heritage resources and works closely with National Park Service staff at Salem Maritime National Historic Site and Saugus Iron Works National Historic Site, both of which are within the boundary of the national heritage area. The Commission's work focuses on regional initiatives for heritage programming, interpretation, and education, preservation and resource stewardship, heritage development and infrastructure, and planning and design.

During its 16 years of existence, Essex National Heritage Area has a significant record of achievement. The national heritage area has worked closely with National Park Service staff at Salem Maritime and Saugus Iron Works on a variety of educational and interpretive programs to educate visitors and students about local heritage resources. One successful example is the Trails & Sails weekend, a county-wide event that involves more than 50 host organizations at over 140 locations in Essex County in providing interpretive tours, hikes, walks, sail trips, and special events at no charge to participants. The Essex Local History In a National Context program has also successfully brought the main themes of the Essex National Heritage Area into area classrooms.

The national heritage area has played a significant role in local communities in helping to inventory and research historic resources. Working with the Massachusetts Department of Conservation and Recreation, the Essex National Heritage Area created a catalog of heritage landscapes that communities had identified as being valuable and worthy of protection. In all, communities identified 1,320 resources in 24 of the 34 municipalities included within the boundary of the national heritage area. Additionally, the inventory articulated strategies for preserving these historic resources and landscapes.

Essex National Heritage Area has also implemented a successful public information and wayfinding campaign for promoting tourism. More than 80 directional highway signs have been installed within the national heritage area that point visitors toward regional visitor centers and historic and natural visitor destinations. These signs not only have helped visitors find tourism destinations within Essex National Heritage Area, they have also helped create a regional identity for the national heritage area. Essex National Heritage Area also plays a significant role in leveraging federal dollars. In total, Essex National Heritage Area has received approximately \$13.2 million in federal funding, and every federal dollar has been matched at least once with non-federal dollars.

S. 1186, as written, would extend the authorization of federal funding for Essex National Heritage Area for an additional 15 years and increase the authorization of appropriations by \$10 million. The Essex National Heritage Area is one of the nine national heritage areas identified for evaluation by the National Park Service pursuant to Public Law 110–229. The completed Essex National Heritage Area evaluation was recently transmitted to Congress this past month. The evaluation report includes recommendations on the future role of the National Park Service in the area.

We recommend a technical amendment to the long title of the bill to make it clear that the bill would extend the authorization for Federal funding for the heritage area instead of reauthorizing the heritage area. While the Essex National Heritage Area faces a sunset for its federal funding, its national heritage area designation does not sunset.

Mr. Chairman, this concludes my testimony. I would be pleased to answer any questions you or other members of the committee may have.

STATEMENT OF STEPHANIE TOOTHMAN, ASSOCIATE DIRECTOR, CULTURAL RESOURCES, PARTNERSHIPS, AND SCIENCE, NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman and members of the subcommittee, thank you for the opportunity to present the views of the Department of the Interior on S. 1339, a bill to reauthorize the Ohio & Erie National Heritage Canalway.

The Department recognizes the important work of the Ohio & Erie National Heritage Canalway to preserve heritage resources in northeast Ohio from Cleveland to New Philadelphia and its role in linking Cuyahoga Valley National Park to the residents of Cleveland, Akron, and other communities through the preservation and maintenance of the canal's towpath that runs through the heart of the park. We recommend that S. 1339 be amended to authorize an extension for heritage area program funding until we have completed an evaluation and report on the accomplishments of the area and the future role of the National Park Service; and until national heritage area program legislation is enacted that standardizes timeframes and funding for designated national heritage areas. Consistent with congressional directives in the FY 2009 and FY 2010 Interior Appropriations Acts, the Administration proposed, in the FY 2014 budget, focusing most national heritage area grants on recently authorized areas and reducing and/or phasing out funds to well-established recipients to encourage self-sufficiency. The Department would like to work with Congress to determine the future federal role when national heritage areas reach the end of their authorized eligibility for heritage program funding. We recommend that Congress enact national heritage legislation during this Congress.

There are currently 49 designated national heritage areas, yet there is no authority in law that guides the designation and administration of these areas. Program legislation would provide a much-needed framework for evaluating proposed national heritage areas, offering guidelines for successful planning and management, clarifying the roles and responsibilities of all parties, and standardizing timeframes and funding for designated areas.

S. 1339, as introduced, would extend the authorization of federal funding for the Ohio & Erie National Heritage Canalway for an additional 9 years. The Ohio & Erie National Heritage Canalway, originally called the Ohio & Erie Canal National Heritage Corridor, was established in 1996 by Public Law 104–333. This national heritage area includes the counties of Cuyahoga, Summit, Stark, and Tuscarawas in northeast Ohio. The region extends from Lake Erie along the Erie Canal through Cleveland to New Philadelphia.

The mission of this national heritage area is to preserve and interpret and celebrate the rails, trails, landscapes, towns and sites that grew up along the first 100 miles of the Ohio & Erie Canalway that helped Ohio and our nation grow. This is accomplished through a voluntary partnership with communities and citizens, and local, state, and federal agencies emphasizing public access, economic development, regional planning, and interpretive programs.

Public Law 104–333 designated the Ohio & Erie Canal Association as the management entity for the national heritage area. The heritage area management entity facilitates public private partnerships for the preservation of heritage resources and works closely with National Park Service staff at Cuyahoga Valley National Park. The national heritage area's work focuses on regional initiatives for heritage programming, interpretation and education, preservation and resource stewardship, heritage development and infrastructure, and planning and design, all linking the canal communities together through the canal's towpath trail.

During its 16 years of existence, the Ohio & Erie National Heritage Canalway has a significant record of achievement and, with government funding assistance since its establishment, has shown significant success in working with partners and the federal government to preserve, interpret, and promote the significant resources of the local communities along the Ohio & Erie Canalway. In total, the Ohio & Erie National Heritage Canalway has received almost \$13.3 million in federal funding, and every federal dollar has been matched at least once with non-federal funds.

The Ohio & Erie National Heritage Canalway has taken the lead on initiatives such as the development of 73 miles of the multi-use recreational Towpath Trail from Cleveland to New Philadelphia, Ohio, that is used by thousands of visitors each year. The management entity has worked

tirelessly to connect sites, communities and parklands, resulting in the creation of thousands of new national park and towpath trail users. They continue to help communities and trail groups establish a system of county trails and green spaces, with over 400 miles of trails that link cultural and historic sites, parks, open spaces, and community centers as well as providing public access to the Ohio & Erie Canalway.

We recommend two technical amendments to the long title of the bill to make it clear that the bill would extend the authorization for federal funding for the national heritage area instead of reauthorizing the national heritage area and to correct the name of the Ohio & Erie National Heritage Canalway. While the Ohio & Erie National Heritage Canalway faces a sunset for its federal funding, its national heritage area designation will not sunset.

Mr. Chairman, this concludes my testimony. I would be pleased to answer any questions you or other members of the committee may have.

STATEMENT OF CHRISTINA GOLDFUSS, DEPUTY DIRECTOR,
CONGRESSIONAL AND EXTERNAL RELATIONS, NATIONAL
PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman and members of the subcommittee, thank you for the opportunity to present the views of the Department of the Interior on S. 2111, a bill to reauthorize the Yuma Crossing National Heritage Area (NHA).

The Department recognizes the important work of the Board and Staff of the Yuma Crossing National Heritage Area Corporation to preserve Yuma, Arizona, a natural crossing area on the Colorado River, and a landmark in America's westward expansion. We recommend that S. 2111 be amended to authorize an extension for heritage area program funding until such time as the National Park Service (NPS) has completed an evaluation and report on the accomplishments of the area and the future role of the NPS; and until national heritage area program legislation is enacted that standardizes timeframes and funding for designated national heritage areas. In this case, we note that funding is currently authorized for the Yuma Crossing NHA through FY 2015.

The NPS is initiating phase-in of a funding formula for NHAs, which is a merit-based system for allocating heritage area funding that considers a variety of factors based upon criteria related to program goals, accountability, and organizational sustainability. When fully implemented, the performance-based funding formula plan will reward NHA entities that bring in additional non-Federal investment and that have developed a sustainability plan. The Department would like to work with Congress to determine the future federal role when national heritage areas reach the end of their authorized eligibility for heritage program funding. We recommend that Congress enact national heritage area program legislation during this Congress.

There are currently 49 designated heritage areas, yet there is no authority in law that guides the designation and administration of new heritage areas as a national system. Program legislation would provide a much-needed framework for evaluating proposed national heritage areas, offer guidelines for successful planning and management, clarify roles and responsibilities of all parties, and standardize timeframes and funding for designated areas.

S. 2111 would extend the authorization for federal funding for the Yuma Crossing NHA for 15 additional years, until September 30, 2030. The Yuma Crossing NHA was established in 2000 by Public Law 106–319. Since its creation, this NHA has become the nexus of the Yuma, Arizona, community, bringing together a multitude of partners including business and Quechan Indian Tribe leaders; economic development organizations; city, county, state, and federal government representatives; and members of the agricultural community to focus on improving regional recreation, economic development, historic preservation efforts, and natural resource conservation opportunities. In total, the NHA has received \$4.2 million in federal Heritage Partnership Program funding, and every federal dollar has been matched at least once with non-federal funds.

Yuma Crossing NHA is an example of how effective collaborative efforts can be in supporting local communities and economies. This NHA has made tremendous progress over the last decade revitalizing Yuma's riverfront, which was once an overgrown thicket of non-native trees and underbrush and a corridor for illegal activities. Thanks to the work coordinated and accomplished by the NHA, working with the Bureau of Reclamation and other state and federal agencies, the Yuma Crossing NHA has reconnected the community to the Colorado River, created an extensive multi-use recreational trail system and restored more than 400 acres of wetlands. The effectiveness of Yuma Crossing NHA in creating an increased sense of community for the region, expanding regional recreational opportunities, supporting the restoration of critical wetlands habitat and important community cultural assets, and leveraging local financial and human capital support cannot be overstated.

The Yuma Crossing NHA has succeeded in leveraging its relationships and abilities to better the overall community. For instance, in 2008–2009, when faced with a severe economic recession, Arizona State Parks contemplated closing the Yuma Quartermaster Depot and the Yuma Territorial Prison, both key state historical parks within the City of Yuma. In response to this situation, the City of Yuma and the Yuma Crossing NHA agreed to lease and manage the two parks, rather than see them shuttered. The community embraced this collaborative effort and demonstrated its support by donating \$70,000 during the first two months of the parks' new management. Since then, the NHA has upgraded the parks' museum exhibits, reduced operational costs, and increased visitation.

We recommend a technical amendment to the long title of the bill to make it clear that the bill would extend the authorization for federal funding for the national heritage area, instead of reauthorization of the national heritage area. While the Yuma Crossing NHA faces a sunset date for its federal funding, its national heritage area designation will not end.

Mr. Chairman, this concludes my testimony. I would be pleased to answer any questions you or other members of the committee may have.

STATEMENT OF CHRISTINA GOLDFUSS, DEPUTY DIRECTOR,
CONGRESSIONAL AND EXTERNAL RELATIONS, NATIONAL
PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman, thank you for the opportunity to present the views of the Department of the Interior on S. 2318, a bill to reauthorize the Erie Canalway National Heritage Corridor Act.

The Department recognizes the important work of the Erie Canalway National Heritage Corridor Commission (Commission) and its primary partner, the Erie Canalway Heritage Fund, Inc., in preserving, interpreting, and promoting the 524-mile system of historic canals that compose the Erie Canalway. We recommend that S. 2318 be amended to authorize an extension for the Commission until such time as the National Park Service (NPS) has completed an evaluation and report on the accomplishments of the Erie Canalway National Heritage Corridor (Corridor) and the future role of the NPS, and to provide for the transition of management of the Corridor from the Commission to the Erie Canalway Heritage Fund, Inc., during the evaluation period. We further recommend that National Heritage Area (NHA) program legislation be enacted that standardizes timeframes and funding for designated national heritage areas.

The NPS is initiating phase-in of a funding formula for NHAs, which is a merit-based system for allocating heritage area funding that considers a variety of factors based upon criteria related to program goals, accountability, and organizational sustainability. When fully implemented, the NPS funding formula plan will reward NHA entities that bring in additional non-federal investment and that have developed a sustainability plan. The Department would like to work with Congress to determine the future federal role when national heritage areas reach the end of their authorized eligibility for heritage program funding. We recommend that national heritage area program legislation be enacted during this Congress.

There are currently 49 designated national heritage areas, yet there is no authority in law that guides the designation and administration of these areas as a national system. Program legislation would provide a much-needed framework for the evaluation of proposed national heritage areas, offer guidelines for successful planning and manage-

ment, clarify the roles and responsibilities of all parties, and standardize timeframes and funding for designated areas.

S. 2318, as introduced, would extend the authorization of the Commission for an additional 15 years, until December 21, 2030. The Erie Canalway National Heritage Corridor was designated by Public Law 106-554, enacted on December 21, 2000, to preserve, interpret, promote, and provide access to the Erie Canalway's historical, natural, cultural, scenic, and recreational resources. That law established the Commission to develop and implement the Canalway Plan and foster initiatives within the Corridor, and provided for the Commission to sunset 10 years after enactment. Section 8203 of Public Law 111-11 extended the authorization for the Commission for an additional five years, until December 21, 2015.

As the designated authority for implementing the Canalway Plan, the Commission serves as the management or local coordinating entity. A more limited extension of the Commission's authorization would enable it to continue beyond December 21, 2015, as the entity able to receive federal heritage area funding while a transition to the local coordinating entity takes place. Through FY 2014, the Corridor has received approximately \$8.4 million.

The Erie Canalway National Heritage Corridor encompasses the most commercially enduring and historically significant system of canals in the United States. This waterway played a key role in turning New York City into a preeminent center for commerce, industry, and finance. Besides being a catalyst for growth in the Mohawk and Hudson Valleys, these canals helped open up western America for settlement and for many years transported much of the Midwest's agricultural and industrial products to domestic and international markets. The Corridor covers 4,834 square miles, includes portions of 23 counties and 234 municipalities, and is home to 2.7 million people across the state of New York. The mission of the Corridor is focused on preserving and sharing the extraordinary heritage of the Erie Canalway, promoting the Corridor as a world-class tourism experience, and fostering vibrant communities connected by the waterway. This is accomplished through close collaboration among the Commission, the Erie Canalway Heritage Fund, Inc., and voluntary partnerships with communities and citizens, and local, state, and federal agencies.

As mentioned earlier in this statement, the Department recommends that S. 2318 be amended to provide for the Erie Canalway Heritage Fund, Inc., (Fund) to be the local coordinating entity for the Corridor. The Fund is a 501(c)(3) nonprofit organization that has been established exclusively for charitable, educational, and civic purposes. It focuses its activities on implementing the vision formed by the citizens of the Erie Canalway National Heritage Corridor and is a key partner with the Commission in

helping to implement the Corridor's preservation and management plan. We would be happy to work with the committee on language that would provide for the appropriate transition of management of the Corridor from the Commission to the Fund.

Amending the bill to provide for the nonprofit organization to be the local coordinating entity would be consistent with the general trend of other national heritage areas that were first authorized with commissions as the management entity. As our experience with heritage areas has grown, we have found that nonprofit organizations have certain advantages over federal commissions as local coordinating entities, including the fact that they do not sunset and they are better situated to do the fundraising needed to sustain the heritage area as it moves toward self-sufficiency. At this time, only three of the 49 authorized national heritage areas, including Erie Canalway, have federal commissions serving as their management or local coordinating entities.

Finally, we recommend a technical amendment to the title of the bill to make it clear that the bill would reauthorize the Commission rather than the entire Erie Canalway National Heritage Corridor Act, which suggests that the Corridor designation faces expiration. While the Commission faces a sunset date in 2015, the Act establishing the Corridor as a national heritage area does not sunset.

Mr. Chairman, this concludes my testimony. I would be pleased to answer any questions you or other members of the committee may have.

STATEMENT OF STEPHANIE TOOTHMAN, ASSOCIATE DIRECTOR, CULTURAL RESOURCES, PARTNERSHIPS, AND SCIENCE, NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR

Mr. Chairman, and members of the subcommittee, thank you for the opportunity to present the views of the Department of the Interior on S. 702, a bill designating the Quinebaug and Shetucket Rivers Valley National Heritage Corridor as "The Last Green Valley National Heritage Corridor."

The Department supports enactment of S. 702. This legislation would change the name of the Quinebaug and Shetucket Rivers Valley National Heritage Corridor to "The Last Green Valley National Heritage Corridor." It has been proven over the years that the current name of the heritage corridor is both difficult for people to remember and to spell. This change would help improve the identification of the corridor for the many partners involved with the heritage area and would be consistent with how the area is promoted in and beyond the region.

The Quinebaug and Shetucket Rivers Valley National Heritage Corridor was designated a National Heritage Area by Congress in November 1994 through P.L. 103-

449. At that time, Congress recognized that the valley represents one of the last traditional upland farming and mill village communities in the Northeastern United States. In 1999, Congress passed P.L. 106–449 to enlarge the corridor to include river valley towns in both Massachusetts and Connecticut. Now forest and farmland make up 78 percent of its 695,000-acres, yet it lies only an hour from three of New England’s four largest urban areas. This relatively undeveloped rural island, in the midst of the most urbanized region in the nation, makes it a resource of local, regional, and national importance.

The Department first became involved in the area in 1992 when the National Park Service (NPS) undertook a feasibility study. The name “The Last Green Valley” was coined by a NPS historian and was later used in an NPS brochure. People in the area have been associating the river corridor with the term “The Last Green Valley” ever since.

The NPS has provided technical assistance and managed an agreement with the management entity of the heritage area from the time it was designated, and continues to do so today. That management entity started using the name, *The Last Green Valley*, informally in 2001, and the board decided to officially change the name of its nonprofit through the Secretaries of State in both Massachusetts and Connecticut in November 2008.

Changing the name of the corridor through this bill will be consistent with how people in the region refer to the area and with the name of the management entity with which the NPS has an official agreement—The Last Green Valley, Inc.

Mr. Chairman, that concludes my testimony. I would be pleased to answer any questions you or other members of the subcommittee may have.

CHANGES IN EXISTING LAW

In compliance with paragraph 12 of rule XXVI of the Standing Rules of the Senate, changes in existing law made by the bill S. 2602, as ordered reported, are shown as follows (existing law proposed to be omitted is enclosed in black brackets, new matter is printed in italic, existing law in which no change is proposed is shown in roman):

PUBLIC LAW 100–692

AN ACT To establish the Delaware and Lehigh Navigation Canal National Heritage Corridor in the Commonwealth of Pennsylvania

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SEC. 12. AUTHORIZATION OF APPROPRIATIONS.

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(c) MANAGEMENT ACTION PLAN.—

(1) IN GENERAL.—To implement the management action plan created by the Corporation, there is authorized to be appro-

priated \$1,000,000 for each of fiscal years 2000 through [2015] 2030.

(2) LIMITATION ON EXPENDITURES.—Amounts made available under paragraph (1) shall not exceed 50 percent of the costs of implementing the management action plan.

(d) Termination of Assistance.—The authority of the Secretary to provide financial assistance under this Act terminates on September 30, [2015] 2030.

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PUBLIC LAW 104–333

OMNIBUS PARKS AND PUBLIC LANDS MANAGEMENT ACT OF 1966

AN ACT To provide for the administration of certain Presidio properties at minimal cost to the Federal taxpayer, and for other purposes

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DIVISION II

TITLE I—NATIONAL COAL HERITAGE AREA

SEC. 101. SHORT TITLE.

This title may be cited as the “National Coal Heritage Area Act of 1996”.

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SEC. 107. SUNSET.

The Secretary may not make any grant or provide any assistance under this title after September 30, [2015] 2030.

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TITLE IV—STEEL INDUSTRY HERITAGE PROJECT

SEC. 401. SHORT TITLE.

This title may be cited as the “Steel Industry American Heritage Area Act of 1996”.

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SEC. 408. SUNSET.

The Secretary may not make any grant or provide any assistance under this title after September 30, [2015] 2030.

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TITLE V—ESSEX NATIONAL HERITAGE AREA

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SEC. 507. SUNSET.

The Secretary may not make any grant or provide any assistance under this title after September 30, **[2015]** 2030.

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TITLE VII—AMERICA’S AGRICULTURAL HERITAGE PARTNERSHIP

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SEC. 707. SUNSET.

The Secretary may not make any grant or provide any assistance under this title after September 30, **[2015]** 2030.

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TITLE VIII—OHIO & ERIE CANAL NATIONAL HERITAGE CORRIDOR

SEC. 801. SHORT TITLE.

This title may be cited as the “Ohio & Erie Canal National Heritage Corridor Act of 1996”.

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SEC. 809. SUNSET.

The Secretary may not make any grant or provide any assistance under this title after September 30, **[2015]** 2030.

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TITLE IX—HUDSON RIVER VALLEY NATIONAL HERITAGE AREA

SEC. 901. SHORT TITLE.

This title may be cited as the “Hudson River Valley National Heritage Area Act of 1996”.

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SEC. 910. SUNSET.

The Secretary may not make any grant or provide any assistance under this title after September 30, **[2015]** 2030.

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PUBLIC LAW 105–355

AUTOMOBILE NATIONAL HERITAGE AREA ACT

AN ACT To authorize the Automobile National Heritage Area in the State of
Michigan, and for other purposes

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SEC. 109. SUNSET.

The Secretary may not make any grant or provide any assistance under this title after **[September 30, 2014]** *September 30, 2030*.

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PUBLIC LAW 106-278

AN ACT To designate the Lackawanna Valley and the Schuylkill River National Heritage Areas, and for other purposes

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TITLE I—LACKAWANNA VALLEY NATIONAL HERITAGE AREA

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Sec. 108. SUNSET PROVISION.

The Secretary shall not provide any grant or other assistance under this title after September 30, [2015] 2030.

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TITLE II—SCHUYLKILL RIVER VALLEY NATIONAL HERITAGE AREA

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SEC. 209. SUNSET.

The Secretary may not make any grant or provide any assistance under this title after [the date that is 15 years after the date of the enactment of this title] *September 30, 2030*.

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PUBLIC LAW 106-291

AN ACT Making appropriations for the Department of the Interior and related agencies for the fiscal year ending September 30, 2001, and for other purposes

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SEC. 157. (a) SHORT TITLE.—This section may be cited as the “Wheeling National Heritage Area Act of 2000”.

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(i) SUNSET.—The Secretary may not make any grant or provide any assistance under this section after September 30, [2015] 2030.

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PUBLIC LAW 106-319

AN ACT To establish the Yuma Crossing National Heritage Area

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SEC. 7. SUNSET.

The Secretary may not make any grant or provide any assistance under this Act after September 30, [2015] 2030.

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PUBLIC LAW 106-554
CONSOLIDATED APPROPRIATIONS ACT, 2001
APPENDIX D—H.R. 5666
MISCELLANEOUS APPROPRIATIONS ACT, 2001

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DIVISION B

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**TITLE VIII—ERIE CANALWAY NATIONAL
HERITAGE CORRIDOR**

SEC. 801. SHORT TITLE; DEFINITIONS.

(a) **SHORT TITLE.**—This title may be cited as the “Erie Canalway National Heritage Corridor Act”.

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SEC. 804. THE ERIE CANALWAY NATIONAL HERITAGE CORRIDOR COMMISSION.

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(j) **TERMINATION.**—The Commission shall terminate on [the day occurring 15 years after the date of enactment of this title] *September 30, 2030*.

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PUBLIC LAW 99-647

AN ACT To establish the John H. Chafee Blackstone River Valley National Heritage Corridor in Massachusetts and Rhode Island

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BOUNDARIES AND ADMINISTRATION

SEC. 2. (a) BOUNDARIES.—The boundaries shall include the lands and water generally depicted on [the map entitled “John H. Chafee Blackstone River Valley National Heritage Corridor Boundary Map”, numbered BRV-80-80,011, and dated May 2, 1993] *the map entitled “John H. Chafee Blackstone River Valley National Heritage Corridor—Proposed Boundary”, numbered 022/111530, and dated November 10, 2011*. The map shall be on file and available for public inspection in the office of the Department of the Interior in Washington, DC and the Massachusetts and Rhode Island Departments of Environmental Management. The Secretary of the Interior (hereafter referred to as the “Secretary”) shall publish in the Federal Register, as soon as practical after the date of enactment of this Act a detailed description and map of the boundaries established under this subsection.

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SEC. 7. ~~TERMINATION OF COMMISSION~~ TERMINATION OF COMMISSION; DESIGNATION OF LOCAL COORDINATING ENTITY.

[The Commission] (a) *IN GENERAL.*—*The Commission shall terminate on September 30, 2015.*

(b) *LOCAL COORDINATING ENTITY.*—

(1) *DESIGNATION.*—*The Blackstone River Valley National Heritage Corridor, Inc., shall be the local coordinating entity for the Corridor (referred to in this section as the ‘local coordinating entity’).*

(2) *IMPLEMENTATION OF MANAGEMENT PLAN.*—*The local coordinating entity shall assume the duties of the Commission for the implementation of the Cultural Heritage and Land Management Plan developed and approved under section 6.*

(c) *USE OF FUNDS.*—*For the purposes of carrying out the management plan, the local coordinating entity may use amounts made available under this Act—*

(1) *to make grants to the States of Massachusetts and Rhode Island (referred to in this section as the ‘States’), political subdivisions of the States, nonprofit organizations, and other persons;*

(2) *to enter into cooperative agreements with or provide technical assistance to the States, political subdivisions of the States, nonprofit organizations, Federal agencies, and other interested parties;*

(3) *to hire and compensate staff, including individuals with expertise in—*

(A) *natural, historical, cultural, educational, scenic, and recreational resource conservation;*

(B) *economic and community development; or*

(C) *heritage planning;*

(4) *to obtain funds or services from any source, including funds and services provided under any other Federal law or program;*

(5) *to contract for goods or services; and*

(6) *to support activities of partners and any other activities that further the purposes of the Corridor and are consistent with the approved management plan.*

SEC. 8. DUTIES OF THE SECRETARY.

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(b) *TECHNICAL ASSISTANCE.*—**[The Secretary]** (1) *IN GENERAL.*—*The Secretary shall, upon request of the Commission, provide technical assistance to the Commission in the preparation of the plan and for implementing the plan as set out in section 6(c).*

(2) *COOPERATIVE AGREEMENTS.*—*Notwithstanding chapter 63 of title 31, United States Code, the Secretary may enter into cooperative agreements with the local coordinating entity designated by paragraph (1) and other public or private entities for the purpose of—*

(A) *providing technical assistance; or*

(B) *implementing the plan under section 6(c).*

(c) *IMPLEMENTATION.*—(1) *To assist in the implementation of the Cultural Heritage and Land Management Plan in a manner consistent with purposes of this Act, the Secretary is authorized to undertake a limited program of financial assistance for the purpose*

of providing funds for the preservation and restoration of structures on or eligible for inclusion on the National Register of Historic Places within the Corridor which exhibit national significance or provide a wide spectrum of historic, recreational, or environmental education opportunities to the general public.

(2) To be eligible for funds under this section, the Commission shall submit an application to the Secretary that includes—

(A) a 10-year development plan including those resource protection needs and projects critical to maintaining or interpreting the distinctive character of the Corridor; and

(B) specific descriptions of annual work programs that have been assembled, the participating parties, roles, cost estimates, cost-sharing, or cooperative agreements necessary to carry out the development plan.

(3) Funds made available pursuant to this subsection shall not exceed 50 percent of the total cost of the work programs.

(4) In making the funds available, the Secretary shall give priority to projects that attract greater non-Federal funding sources.

(5) Any payment made for the purposes of conservation or restoration of real property or structures shall be subject to an agreement either—

(A) to convey a conservation or preservation easement to the Department of Environmental Management or to the Historic Preservation Commission, as appropriate, of the State in which the real property or structure is located; or

(B) that conversion, use, or disposal of the resources so assisted for purposes contrary to the purposes of this Act, as determined by the Secretary, shall result in a right of the United States for reimbursement of all funds expended upon such resources or the proportion of the increased value of the resources attributable to such funds as determined at the time of such conversion, use, or disposal, whichever is greater.

(6) The authority to determine that a conversion, use, or disposal of resources has been carried out contrary to the purposes of this Act in violation of an agreement entered into under paragraph (5)(A) shall be solely at the discretion of the Secretary.

[(d) SPECIAL RESOURCE STUDY.—(1) IN GENERAL.—The Secretary shall conduct a special resource study of sites and associated landscape features within the boundaries of the Corridor that contribute to the understanding of the Corridor as the birthplace of the industrial revolution in the United States.

[(2) EVALUATION.—Not later than 3 years after the date on which funds are made available to carry out this subsection, the Secretary shall complete the study under paragraph (1) to evaluate the possibility of—

[(A) designating 1 or more site or landscape feature as a unit of the National Park System; and

[(B) coordinating and complementing actions by the Commission, local governments, and State and Federal agencies, in the preservation and interpretation of significant resources within the Corridor.

[(3) COORDINATION.—The Secretary shall coordinate the Study with the Commission.

[(4) REPORT.—Not later than 30 days after the date on which the study under paragraph (1) is completed, the Secretary shall submit

to the Committee on Resources of the House of Representatives and the Committee on Energy and Natural Resources of the Senate a report that describes—

[(A) the findings of the study; and

[(B) the conclusions and recommendations of the Secretary.]

(d) *TRANSITION MEMORANDUM OF UNDERSTANDING.*—*The Secretary shall enter into a memorandum of understanding with the local coordinating entity to ensure—*

(1) the appropriate transition of management of the Corridor from the Commission to the local coordinating entity; and

(2) coordination regarding the implementation of the Cultural Heritage and Land Management Plan.

* * * * *

AUTHORIZATION OF APPROPRIATIONS

SEC. 10. (a) There is authorized to be appropriated annually to the Commission \$1,000,000 for each year [in which the Commission is in existence] *until September 30, 2016* to carry out the purposes of this Act; except that the Federal contribution to the Commission shall not exceed 50 percent of the annual operating costs of the Commission.

(b) DEVELOPMENT FUNDS.—There is authorized to be appropriated to carry out section 8(c) not more than \$10,000,000 for the period of fiscal years 2006 through 2016, to remain available until expended.

[(c) SPECIAL RESOURCE STUDY.—There are authorized to be appropriated such sums as are necessary to carry out section 8(d).]

SEC. 11. REFERENCES TO THE CORRIDOR, INC.

For purposes of sections 6, 8 (other than section 8(d)(1)), 9, and 10, a reference to the “Commission” shall be considered a reference to the local coordinating entity.

PUBLIC LAW 103–449

AN ACT To establish the Quinebaug and Shetucket Rivers Valley National Heritage Corridor in the State of Connecticut, and for other purposes

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TITLE I—QUINEBAUG AND SHETUCKET RIVERS VALLEY NATIONAL HERITAGE CORRIDOR

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SEC. 103. ESTABLISHMENT OF [QUINEBAUG AND SHETUCKET RIVERS VALLEY NATIONAL HERITAGE CORRIDOR] *LAST GREEN VALLEY NATIONAL HERITAGE CORRIDOR*; PURPOSE.

(a) ESTABLISHMENT.—There is hereby established in the State of Connecticut [the Quinebaug and Shetucket Rivers Valley National Heritage Corridor] *The Last Green Valley National Heritage Corridor*.

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SEC. 108. DEFINITIONS.

For the purposes of this title:

(1) The term "State" means the State of Connecticut.

(2) The term "Corridor" means **【the Quinebaug and Shetucket Rivers Valley National Heritage Corridor under】**
The Last Green Valley National Heritage Corridor established
by section 3.

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